

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2KC-10,  
VOLUME 1**

**1 DECEMBER 2009**

**TRAVIS AIR FORCE BASE  
Supplement**

**15 AUGUST 2011**

**Flying Operations**

**KC-10 AIRCREW TRAINING**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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**RELEASABILITY:** There are no releasability restrictions on this publication.

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OPR: HQ AMC/A3TK

Supersedes: AFI11-2KC-10V1, 25  
October 2006

Certified by: HQ USAF/A3O-A  
(Mr. Gerald F. Pease, Jr., SES)

Pages: 176

OPR: 60 OSS/OST

Supersedes: AFI11-2KC-10V1\_  
TRAVISAFBSUP, 7 September 2007

Certified by: 60 OG/CC  
(Col Anthony M. Butters)

Pages: 17

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This volume implements AFD 11-2, *Aircraft Rules and Procedures*, and AFD 11-4, *Aviation Service*. It covers the aircrew training policy for the KC-10 aircraft to safely and successfully accomplish their worldwide mobility missions. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

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through MAJCOM channels to HQ AMC/A3T according to AFI 11-215, *USAF Flight Manuals Program (FMP)*. Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is HQ AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>.

This publication applies to Air Force Reserve Command (AFRC) units.

This publication does not apply to the Air National Guard (ANG).

**(TRAVISAFB) AFI 11-2KC-10, Volume 1, KC-10 Aircrew Training dated 1 December 2009, is supplemented as follows.** This supplement establishes KC-10 aircrew training policies and programs for Travis AFB assigned crewmembers; these policies and programs support Air Mobility Command objectives. 60th Operations Group and 349th Operations Group units will use the following in conjunction with and in addition to the basic instruction. Material that applies only to (or is not applicable to) Air Force Reserve Command (AFRC) will be identified as such. This supplement does not apply to the Air National Guard (ANG). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

## **SUMMARY OF CHANGES**

**This document is substantially revised and must be completely reviewed.** It standardizes format, paragraphs, and information with other AMC MDS specific Volume 1s by relocating and renumbering throughout the AFI. Changes air refueling terminology IAW ATP-56(B); clarifies students sitting together during FTU training; adds information on Aircrew Training Quota Management (paragraph **1.18**); Initial Qualification (IQ) Training Prerequisites moved to **Table 6.1**; Standardized IQ Ground Training Requirements in **Table 2.1**. and MAF requirements in **Table 3.1**; Removes all references to OPLAN 8010 MCT Requirements; adds Pilot Check Out Course (PCO) references; standardizes; Visual Threat Recognition and Avoidance Trainer Events (VTRAT) description added; allows exception for MR without **Q022/Q023** (paragraph **3.5.5.1** and **Table 3.2**); **Table 4.1, Table 4.2, Table 4.3** revised; removes FTL D and GTL categories (paragraph **4.3**); refresher CRM WST & BOT move to flying tables ( **Table 4.4, Table 4.5**); **G250, P028, P029, P198, P200**, changed (**Table 4.4**); **Added R055 and R013** ( **Table 3.2, Table 4.4, Table A3.3** and paragraph **7.15.11**); adds “S” for events accomplished in simulator (paragraph **4.5.3.1**); adds MPD-tracking events (**Table 4.4** and **Chapter 7**); **G092** reduced to 6 BOTTs, deletes **R122** and combines with **R120**; increase currency for **P300** (**Table**

**4.5** and **Chapter 7**); **G255** renumbered to **G292** for ARMS standardization (**Table 4.5** and paragraph **7.9.31**); Standardized verbiage in paragraph **4.9** for failure to complete training requirements; clarifies NMR consequences; CPIQ deleted; clarifies MPD guidance leading to Aircraft Commander (AC) upgrade (paragraph **5.2**); **Table 5.2** standardized; **Table 5.3** Instructor Upgrade clarified; CPT (Cockpit Procedural Trainer) replaced with FTD (Flight Training Device) WST replaces Sim; **Table 6.2** course titles changed; ATS training instructors aircraft flights (paragraph **6.12**); **Chapter 7** renumbered/changed descriptions in entirety; **Table 7.1** added to standardize ARMS identifiers; **C040, G060, G150, G220, G240, G250, G280, G281, G284, G292, G290, G293, LL01, LL03, LL04, LL05, LL06, P004, P028, P029, P361, Q583, R016, R017, R055, R180, SS02, VT05**; deletes MPD left/right seat ride documentation requirement;(paragraph **A2.3**); adds description of required proficiency levels/regression in paragraphs **A2.4.8, A2.4.11** changes individual event grades **Table A3.2 and Table A3.3**); Adds notes regarding grading KC-10 PIC events during FTU training (**Table A3.3**); adds Phase II time limits to **Table A3.6**; Tactics training revised throughout; changes MEGP to MEG; Aircrew Life Support to Aircrew Flight Equipment (ALS to AFE); Contingency Response Group to Contingency Response Wing (CRG to CRW); survival to SERE; EOR to CBRNE; High Risk of Capture to High Risk of Isolation (HRC to HRI); updates all website links throughout. Updates procedures of the Information Collections and Reports (ICR) Management Program and deletes the reporting requirement for Report Control Symbol (RCS) HAF-XOO(Q)9723, *Annual Unfilled KC-10 PFT allocations* and RCS HAF-XOO(AR)9721, *Annual Filled KC-10 PFT allocations*.

(**TRAVISAFB**) This document has been substantially revised and must be completely reviewed. Major changes include: paragraph renumbering, significant reorganization of material and removal of certain information. These changes are in alignment with the most recent parent regulation AFI 11-2KC-10V1.

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## Chapter 1

### GENERAL

**1.1. Training Objective.** This instruction prescribes basic policy and guidance for training United States Air Force KC-10 crewmembers according to AFI 11-202, Volume 1, *Aircrew Training*.

1.1.1. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment in exercises, peacekeeping operations, contingencies, and war. Mission readiness and effective employment are achieved through the development and mastery of core competencies for KC-10 crewmembers. These core competencies include the ability to conduct receiver and tanker AAR, tactical ingress, tactical egress, and tanker operations during all phases of flight, instrument procedures, mission planning, ground operations, crew management and C4/AOC integration.

1.1.2. Link AFTTP 3-3.KC-10, *Combat Aircraft Fundamentals—KC-10*, requirements into mission and continuation training tables while retaining a combat culture, leading edge technologies, pushing capabilities while anticipating warfighter needs.

1.1.3. The secondary objective is to standardize KC-10 training requirements into a single document to meet requirements for a basic document in AFRD 11-2, *Aircraft Rules and Procedures*.

### 1.2. Key Words Explained.

1.2.1. "Will" and "shall" indicate a mandatory requirement.

1.2.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

1.2.4. "**Note**" indicates operating procedures, techniques, etc., which are considered essential to emphasize.

### 1.3. Administration.

1.3.1. Recommendation for Change. Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through MAJCOM channels to HQ AMC/A3T according to AFI 11-215, *Flight Manual Program (FMP)*. Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is HQ AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302.

1.3.1. (**TRAVISAFB**) Requested changes should be submitted to 60 OSS/OST Pilot Flight, Engineer Flight Boom Operator Flight or through the OST organizational mailbox at



[60OSSOST@us.af.mil](mailto:60OSSOST@us.af.mil). Approved changes will be incorporated into each change or new publication release.

1.3.2. Supplements. This AFI is a basic directive. Each MAJCOM or operational theater may supplement this AFI. MAJCOM supplements may be more, but not less restrictive than this instruction.

1.3.2.1. MAJCOMs may set training requirements lower than specified in this instruction when the statement “or as specified in MAJCOM supplement” is indicated as applicable to that item or event. MAJCOM supplements must be coordinated/approved by HQ AMC/A3T and HQ USAF/A3O-AT IAW AFD 11-2, and AFI 11-202 Volume 1, before publication. Units will send one copy of local supplement to the parent MAJCOM OPR.

1.3.3. Local Training Guidance. Units may supplement this instruction and will submit a copy of the supplement to the parent MAJCOM OPR after approval by the OG/CC. Air National Guard (ANG) is considered a MAJCOM for purposes of this instruction per AFI 11-202 Vol 1.

1.3.3. (TRAVISAFB) This instruction will be maintained by Aircrew Training (60 OSS/OST). Electronic copies can be downloaded from the 60 OG/OGV SharePoint.

1.3.4. If a conflict is identified for a training requirement, comply with source document that establishes the training requirement.

**1.4. Responsibilities.** AFI 11-202, Volume 1 outlines responsibilities for aircrew training. See **Chapter 6** for specific responsibilities related to the KC-10 Aircrew Training System (ATS).

1.4.1. Lead Command. Air Mobility Command (AMC) is designated lead command for the KC-10 Mission Design Series (MDS) as specified in AFD 10-9, *Lead Operating Command Weapon System Management*, AFD 11-2, and AFD 10-21, *Air Mobility Lead Command Roles and Responsibilities*. Lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands. HQ AMC/A3 delegates to HQ AMC/A3T the authority to manage all training course requirements, training tasks and Aircrew Training Systems (ATS). HQ AMC/A3T in coordination with user commands, approves/fields continuation training requirements or adjustments, and short-notice specialized local upgrade courses (e.g., FM Immunity, etc). HQ AMC/A3T is OPR for this AFI.

1.4.1.1. Courses. HQ AMC/A3T, in coordination with user commands, approves initial, mission certification and continuation training requirements and fields locally taught upgrade courses.

1.4.1.2. Realistic Training Review Board (RTRB). HQ AMC/A3T will host a RTRB biennially, or more frequently as required. The RTRB reviews all training programs for currency, applicability, compliance and effectiveness. Attendees should include training representatives from HQ AMC/A3T/A3V/A3D, USAF Expeditionary Center (USAF EC)/WCOX, AFRC, curriculum developers, formal schools, selected unit representatives, and aircrew training system (ATS) contractors, as applicable.

1.4.1.3. Detachment 1, Air Mobility Command Air Operations Squadron (AMCAOS):

1.4.1.3.1. Aircrew Training Device Certification. Det 1 AMCAOS personnel will conduct a semi-annual Simulator Certification (SIMCERT) on all aircrew training devices (ATDs) according to AFI 36-2251, *Management of Air Force Training Systems*, FAA AC 120-40B, *Airplane Simulator Qualification*, FAA AC 120-45A, *Airplane Flight Training Device Qualification* and ARASQ, *Aerial Refueling Airplane Simulator Qualification*. SIMCERT includes objective and subjective testing, inventory inspection, Quality Assurance Inspection (QAI), and contract compliance evaluation. The contractor will run one quarter (1/4) of the Qualification Test Guide (QTG) every three months based on actual aircraft data. These tests will annotate Pass or Fail for each sub-test prior to semi-annual simulator certification. Det 1 AMCAOS will use one simulator period to randomly sample 10% of the QTG. This profile will be stated in the notification letter to the contractor.

1.4.1.3.1.1. FTD CERT. The Flight Training Device is tested and certified in the same manner as the simulator except where the fidelity of the device limits the tests. The standards for these types of devices are derived from FAA AC 120-45A.

1.4.1.3.1.2. SIMCERT. Notify the host unit 45 days in advance of a scheduled SIMCERT. A short-notice SIMCERT is available with verbal coordination between host unit, DET 1, HQ AMC/A3TK, ATS contractor, and the ATS contract management team. Report SIMCERT results to HQ AMC/A3TK and 507 ACSS/GFLC HQ Ogden Air Logistics Center (AFMC).

1.4.1.3.1.3. Monitor training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the ATS contractor, when required.

1.4.1.3.1.4. Det 1 AMCAOS Simulator Testing and Familiarity Training. Det 1 will coordinate directly with the contractor when testing or familiarity training in the simulator is required. Simulator use will be on a non-interference basis with contractor concurrence and Det 1/CC approval.

1.4.1.3.2. ATS Courseware Certification. KC-10 courseware development, revisions, and acceptance are tracked by mutually accepted process between the government and the ATS contractor. This process is to review and approve KC-10 courseware for timely delivery, accuracy, and compliance with the KC-10 Instructional Systems Development (ISD) Management Plan and USAF courseware standards. The chief of courseware, or appropriate Det 1 courseware representative, will issue final approval for the government after the training media is ready for implementation at the training sites. Contractual acceptance for the government is vested in the KC-10 program's contracting office located at Hill AFB (507 ACSS/GFLC).

1.4.1.3.2.1. Training Systems Configuration Working Group (TSCWG) will be held monthly or as specified by the ATS contract, and attended by Det 1 Simcert and Courseware representatives. The status and disposition of each courseware effort, whether in-scope, out-of-scope, late, or delayed will be briefed by the ATS contractor courseware staff. Det 1 AMCAOS will alert 507 GFLC and AMC/A3TK of any discrepancies that cannot be resolved through Det 1 and contractor agreements.

1.4.1.3.2.2. Det 1 AMCAOS will schedule Subject Matter Experts (SME) for Technical Interchange Meetings (TIM) with the ATS contractor. Det 1 AMCAOS will also schedule

crewmembers (as required by the contractor) to assist in courseware development including Individual Tryouts (ITO) and Small Group Tryouts (SGTO).

1.4.1.3.3. Contract Compliance. Det 1 AMCAOS personnel will conduct periodic Contract Compliance Evaluations (CCE) for KC-10 ATS-supported sites and report results to HQ AMC/A3TK and ATS contract management. Evaluation personnel assess ATS contractor performance of aircrew ground training programs to include Computer-Based Training (CBT), simulator training, and facilities. The KC-10 ATS site and Air Force-Appointed ATS Project Officer (PO) and Quality Assurance Representative (QAR) (PO/QAR) will receive 45-day advance notice of the CCE (non-interference basis) via notification memo or email. Unit support may include the use of an inbrief/outbrief facility, approximately 4-hours CBT time, and access to available crewmembers and staff for the purpose of conducting surveys and/or soliciting comments. Units should consider the CCE a unit-level feedback tool to monitor quality of ATS ground training.

1.4.2. Training Command. AMC/A3 is responsible for formal school syllabus and is the approval authority for any changes in coordination with lead and user commands according to AFI 11-202, Volume 1. AMC/A3 designates AMC/A3T to oversee formal school courses and syllabus management in coordination with the ATS contractor through AMC/A3TK. AMC/A3TK manages the Programmed Flying Training (PFT) process (see paragraph 1.14) and determines formal school flying capacity.

1.4.2.1. Progress Review (PR). See AFI 11-202, Volume 1 and associated KC-10 course syllabus. Training command will notify Det 1 AMCAOS for ATS follow-on action, if required.

1.4.2.2. AETC maintains a list of formal school courses in the Education and Training Course Announcement (ETCA). The site address is: <https://etca.randolph.af.mil/>.

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage their student training requirements according to paragraph 1.14.2.2.

1.4.3.2. Recall Procedures. Requests to recall students from a formal school course must be sent from the student's unit to HQ AMC/A3T and AFRC/A3T, as applicable. HQ AMC/A3T will accomplish all necessary coordination with appropriate agencies. Emergency recall during non-duty hours may be coordinated directly with the schoolhouse with notification to HQ AMC/A3T on the next duty day.

1.4.3.3. Training resources. User commands will evaluate training resources (aircraft and aircrews) required to accomplish training requirements and identify known shortfalls to A3 for resolution. Evaluations will be ongoing and revalidated every semi-annual period.

1.4.4. Wing Commander. WG/CC will ensure unit/local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide.

1.4.5. Operations Groups.

1.4.5.1. The OG/CC (or equivalent) will convene a training review panel (TRP) to be chaired by the OG/CC or a designated representative. Panel members should include representatives from squadron training, formal training unit (FTU), tactics, operations, safety and other areas as determined by the commander (i.e. ATS contractors, Host Aviation Resource Management (HARM) and Squadron Resource Management (SARM)).

1.4.5.1. **(TRAVIS)** Sq/CCs, DOs, and DOT representatives should attend along with FTU and ATS contractor representatives.

1.4.5.1.1. TRP Requirements. Convene the TRP semi-annually and maintain minutes for a period of two years (commanders may increase this frequency as required). Squadrons and detachments not collocated with their OG may conduct their own panel or provide representation to the unit's TRP. Panel minutes from non-collocated squadron and detachment TRPs will be forwarded to the unit for inclusion in the unit's TRP.

1.4.5.1.1. **(TRAVIS)** 60 OSS/OSTT orchestrates the 60 OG TRP briefing. Attendees include Sq CCs, DOs, DOT personnel, and ATS contractor representatives, depending on availability. 60 OSS/OSTT documents TRP findings. The 60 OG/CC signs the meeting minutes, which 60 OSS/OSTT maintains in a common location that may be accessed by the respective flying squadrons and ATS contractors (i.e., 60 OSS/OST SharePoint Website). The 349 OG/CC or designated representative convenes, chairs, and documents a 349th TRP separately.

1.4.5.1.2. TRP Format. The TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. Suggested TRP topics include, but are not limited to current and forecast Flight Training Levels, (FTL), Upgrade and Continuation Training status, Semi-annual requirement completion rates, crew position gains/losses, Aircraft Commander, Instructor and Evaluator upgrades. OG/CC will also review all unit defined training "X" events for relevancy.

1.4.5.1.2. **(TRAVIS)** The TRP may review the following areas: open and closed items from the previous TRP; flight and ground currency completion rates; revised training requirements and general aircrew training topics of import; MDS-specific training topics; current and projected manning levels; formal training unit (FTU) issues and concerns; student upgrade timelines; waiver status; NMR crewmembers; X-events; aircrew training trends; and other items as necessary. The TRP will cover applicable corrective actions as necessary, will recommend changes to improve training to AMC/A3T, and will discuss any other applicable topics of concern.

1.4.5.2. ADSCs. The OG/CC will develop and maintain procedures with their local servicing military personnel flight (MPF) for individual crewmember counseling and personnel system updates affecting active duty service commitment (ADSC) incurred with training specified in this AFI. See AFI 11-202 Volume 1, AFI 36-2107, *Active Duty Service Commitments (ADSC)*, and Education and Training Course Announcements (ETCA) for more information.

1.4.5.2. **(TRAVIS) 60 AMW Only:** Individuals will sign an AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*; prior to the start of any training that incurs an active duty service commitment (ADSC). AMC will notify 60 FSS/DPET Formal Training of individuals scheduled to attend formal upgrade training courses. 60 FSS/DPET Formal Training will in turn ensure the AF Form 63 is signed prior to the beginning of training.

1.4.5.2.1. **(Added-TRAVIS) 60 AMW Only:** Upgrade courses that may incur an ADSC are: Pilot Requalification (PRQ), Instructor Aircraft Commander (PIC), Instructor Boom Operator (BIC) and Instructor Flight Engineer (FIC). When requalifying to IP via the PRQ Course, only the PRQ ADSC is incurred. Specific rules apply, per AFI 36-2107, Active Duty Service Commitments, and the ETCA website. Units must ensure that an AF Form 63 is completed for in-unit courses requiring an ADSC. For more information on whether or not an ADSC is required, contact Base Formal Training (60 MSS/DPET).

1.4.5.3. The OG/CC may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Include such requirements in local supplement.

1.4.5.3. **(TRAVIS)** Any additional training programs will be coordinated through 60 OSS/OST or 349 OSF/OST for standardization and, if applicable, appear in subsequent revisions of this supplement. Current examples of training documentation (ex. NMR memorandums/Certification documents) will be available on the 60 OSS/OST SharePoint website or on file with 60 OSS/OST or 349 OSF/OST.

1.4.5.4. OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses (may be delegated to squadron level). The OG (or squadron) OPR will:

1.4.5.4.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

1.4.5.4.2. Publish a ground training schedule (AFRC as required) to include date, time, location, instructor and designated crewmembers for each course (both ATS and non-ATS). Include details in local supplement.

1.4.5.4.2. **(TRAVIS)** 60 OSS/OST will maintain and publish a ground training schedule available on the 60 OSS/OST SharePoint website. Items not listed online (Refresher Simulator, Flight Physical, etc.) will be scheduled at the unit level.

1.4.5.4.2.1. **(Added-TRAVIS)** Ground Instructor Scheduling. Each flying squadron is responsible for scheduling instructors 3 days prior to the event. If the squadron is unable to fill an instructor requirement, every effort should be made to solicit aid from another squadron (Active Duty or Reserve). If no instructor can be found, the responsible squadron will coordinate with OST to cancel the class NLT 2 days prior to the event.

1.4.5.4.3. Use MAJCOM, ATS, or unit-developed training products and/or syllabus for all courses, as applicable. Units will reproduce courseware as applicable.

1.4.5.4.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Squadrons should recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.4.5. Units will develop local procedures for scheduling ATS courses. The unit training manager is responsible for procedures that minimize schedule changes and maximize training in the available time. Advise ATS contractor for scheduling changes and special training requirements.

1.4.5.4.6. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to HQ AMC/A3T.

1.4.5.5. Instructor Selection and Training. OG/CC (or as delegated/specified in local supplement) will select course instructors (for non-ATS courses) on the basis of professional qualification and aptitude to instruct aircrew/students. Local academic instructor program will follow AFMAN 36-2236, *Guidebook for Air Force Instructors*. An individual instructor may receive course credit if instructing the class.

1.4.5.6. (**Added-TRAVIS**) Organization. 60 OSS/OST (Aircrew Training) is divided into the following three sections, led by a Flight Chief:

1.4.5.6.1. (**Added-TRAVIS**) Aircrew Training (OST). Focal point for issues affecting active duty aircrew training. Advises commanders on the status of combat readiness and recommends actions for training issues. Provides subject matter expertise and oversight of Aircrew Training Systems contracts. Analyzes and interprets command guidance to establish and implement training programs. Develops local training policy to ensure the combat readiness of aircrews and support personnel. Conducts staff assistance visits and inspections of 60th Operations Group units as directed by the 60 OG/CC. Performs liaison function with the 349 AMW Training Office. Develops and coordinates KC-10 training requirements.

1.4.5.6.2. (**Added-TRAVIS**) Aircrew Training Manager (OSTT). Responsible for management of 60 AMW aircrew formal schools and effective management of aircrew upgrade training. Manages MWS Aircrew Training System (ATS) contractor conducted training. Manages 60 AMW aircrew qualification levels. Manages special interest pilot personnel programs for the 60 AMW. Manages ADSCs for in-unit flying training of 60 AMW personnel.

1.4.5.6.3. (**Added-TRAVIS**) Project Officer/Quality Assurance Representative's (OSTS). Serves as the single point of contact for interface between the Aircrew Training Devices (ATD) System Contractor(s), Major Command (MAJCOM) functional managers, Administrative Contract Office (AC), functional users and base support organizations.

1.4.5.6.4. (**Added-TRAVIS**) AF Form 1522 Process. For any training event requiring an instructor, the instructor will certify that the AF Form 1522 has the proper ARMS code entered and signed, then will provide a signed copy to the squadrons by COB of that day. Each squadron ARMS office will post a listing of events requiring a certified AF Form 1522. Any currency item not requiring an instructor can be logged on an AF Form 1522 or Mission Accomplishment Report (MAR) (as applicable) and placed in the appropriate in-box in each squadron.

1.4.6. Squadrons.

1.4.6.1. Sq/CC will ensure crewmembers complete in-unit mission, ground and continuation training according to **Table 1.2**. Failure to reasonably progress may require action for removal.

1.4.6.2. Before each semi-annual training period the Sq/CC will assign Flying Training Levels (FTL) and levels of qualification to assigned and attached crewmembers (see **Chapter 4**). Use experience and aircraft proficiency as the basis of training level assignments.

1.4.6.2. (**TRAVIS**) Squadron training sections shall generate a Letter of “Xs” with all assigned, on-loan, and attached (to include 615 CRW) aircrew information. The Letter of “Xs” shall be regularly updated with inbound and outbound PCS personnel. Reference AFI 11-202V2\_AMCSup for requirement to maintain Letter of “Xs”.

1.4.6.2.1. (**Added-TRAVIS**) As a minimum, each squadron’s Letter of “Xs” shall track crew qualification, FTL, and all special qualifications and certifications. Additional items may be added to assist the squadron training sections in their responsibilities.

1.4.6.3. Sq/CC (or designated representative) will ensure formal school student and supervisor post-graduate surveys are completed via the KC-10 ATS web page. The student post-graduate questionnaire will be completed prior to the individual being declared mission ready. The surveys can be found at <https://www.kc10ats.com>, click on “Graduate Survey”. Contact HQ AMC/A3TK (DSN 779-2553) for assistance.

1.4.6.3.1. Sq/CC (or designated representative) will periodically review the “Graduate List” (that have not yet completed the Graduate Survey) for the appropriate location.

1.4.6.3.2. Sq/CC (or designated representative) will ensure completion of the “Ops Supervisor” survey three months after scheduled Phase IB graduation date. See list noted in paragraph **1.4.6.3.1** for dates.

1.4.6.3.3. Sq/CC (or designated representative) will ensure the student completes the “Graduate Survey” three months after scheduled Phase IB graduation date. See list noted in paragraph **1.4.6.3.1** for dates.

1.4.6.4. Ensure adequate training continuity and supervision of assigned and attached crewmembers. Unit commanders may assign additional requirements based on individual crewmember’s experience and proficiency.

1.4.6.5. Sq/CC will review training and evaluation records of newly assigned or attached crewmembers and those completing formal training to determine the necessary training required to complete/certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR). Document this review on AF Form 4023, *Aircrew Training Progress Report* as “initial review.”

1.4.6.6. Coordinate with the operations group in developing training programs.

1.4.6.7. Review qualifications and monitor training requirements for unit assigned flight surgeons (FS).

1.4.6.8. Execute unit-level aircrew certifications described in this instruction and local supplement.

1.4.6.9. Ensure flight commanders or designated squadron representatives monitor quality of training being accomplished, identifying training deficiencies. Squadron Commanders must be advised of additional training needs.

1.4.6.10. **(Added-TRAVIS) 60 AMW Only:** The web-based Automated Aircrew Management System (AAMS). AAMS is the vehicle which provides AMC leadership information on current and long range aircrew manning and qualification projections. Squadron training sections will submit monthly inputs to 60 OSS/OSTT IAW the AMC AAMS Users Manual. OSTT will review and consolidate all inputs and post updated data to the webpage.

1.4.7. Formal School with ATS Contractor. The KC-10 ATS contractor is responsible for academic and aircrew training device (ATD) instruction at all KC-10 training sites. This responsibility includes developing, updating and publishing courseware and the formal school syllabus in accordance with the ATS contract (see ) and published syllabi direction.

1.4.7. **(TRAVIS)** ATS Requests. Squadron Training Sections should provide to OST requests for local ATS courses 60 days prior to the beginning of the desired month of training. Courses requested will be based on identifications for upgrade generated from the Squadron training review. Squadrons will also ensure that student names for all ATS events are forwarded to Flight Safety Services Corporation (CC:OST). All events not filled by 1200 hours the business day prior to the event (to include weekends and observed holidays) must be cancelled through OST.

1.4.8. Formal School, Non-ATS. See requirements in AFI 11-202, Volume 1.

## 1.5. Waiver Authority.

1.5.1. Do not deviate from the policies and requirements in this AFI. Report deviations and exceptions without waiver through channels to MAJCOM/A3T (or equivalent) who, in turn should notify the OPR for follow-on action, if required. Units reporting deviations and exceptions will maintain copies of reported deviations/exceptions for two years. Waiver requests will include supporting rationale, the training start date, a summary of the unit's training plan, and estimated completion date.

1.5.1. **(TRAVIS)** Squadrons are reminded to prorate aircrew training requirements when applicable. (see **Paragraph 4.8**) Waivers will follow the format outlined in **Paragraph 1.5.9. Table 1.1** and **Table 1.3. (Added-TRAVIS)** provides a quick reference for waiver authority. Waivers are to be processed via the AMC waiver website, <https://private.amc.af.mil/a3/a37t/dot/waivers/>. When the waiver web is deemed inappropriate, such as mass waivers, a traditional paper waiver may be submitted; coordinate with 60 OSS/OST prior to submitting a paper waiver.

1.5.2. Unless otherwise specified, MAJCOM/A3T (or equivalent) is the designated waiver authority for specific aircrew training requirements in this AFI not governed by AFI 11-202, Volume 1. AMC/A3 designated OG/CC's of AMC and AMC-gained units as the waiver authority for semi-annual requirements mandated in the training tables and currency events of AFI 11-2MDS Volume 1. Waivers for training or currency events missed in consecutive training periods will require MAJCOM approval.

1.5.2. **(TRAVIS)** Unless otherwise specified in **Table 1.3**, the waiver authority for this supplement will be 60 OG/CC or 349 OG/CC. Waivers will be processed via the AMC/A3T or AFRC/A3T Training Waiver Website. Include AMC/A3T or AFRC/A3T as "Info Only."



1.5.3. OG/CC is designated waiver authority for minimum flying hour prerequisites for entry into formal upgrade courses (see **Table 5.1** and **Table 5.3**).

1.5.3. (**TRAVIS**) Forward flying time waivers for formal school pre-requisites to 60 OSS/OST or 349 OSF/OST no later than 30 days prior to class start date to ensure adequate time for proper review and approval/disapproval. Waivers not meeting the 30 day suspense must contain a valid reason for late submittal.

1.5.4. Prerequisites. For waivers to formal school prerequisites see the appropriate formal course in the ETCA. The site address is: <https://etca.randolph.af.mil/>.

1.5.5. Formal School Training. The gaining unit's OG/CC is designated waiver authority for completion of specific formal school events.

1.5.6. If required for squadron's designated mission, accomplish events waived or not accomplished at formal schools in-unit before assigning mission-ready (MR) status.

1.5.7. Senior Officer Course (SOC) syllabus waiver authority is AMC/A3 with concurrence of gaining MAJCOM/A3. Refer to AFI 11-202 Volume 1 for SOC policy and eligibility requirements.

1.5.8. Continuation Training Waivers. The OG/CC (or equivalent) is designated waiver authority for ground continuation training events identified in **Table 4.1**, **Table 4.2**, and **Table 4.3** along with semi-annual flying continuation training requirements in **Table 4.4** and **Table 4.5** for assigned or attached crewmembers. This waiver authority will be used judiciously on a case-by-case basis. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level (i.e. waivers will not be based on a crewmember's availability). OG/CC will determine the allowable time period of the waiver (e.g., 30-day extension, next training cycle, etc.). OG/CC should consider if sufficient flying events were accomplished (to ensure MR proficiency), before waiver approval. The make-up training should be accomplished at the earliest opportunity. Do not approve a waiver request for the same flying or ground training event deficiency affecting two consecutive training periods. This waiver is for unforeseen circumstances only and only for events that will not degrade mission accomplishment. Forward all waiver requests for waivers over two consecutive training periods to MAJCOM/A3T. For all flight currency waiver requests see paragraph **4.9.1**.

1.5.8. (**TRAVIS**) Continuation Training Waivers. Squadrons will perform a self-assessment a minimum of 14 calendar days (five duty days for 349 OG) before the end of any quarterly or semiannual currency period. They will identify crewmembers that will not be able to accomplish required items by the end of the currency period. If Squadron training offices request a waiver, said waivers will be input no later than seven calendar days (three duty days for 349 OG) before the end of the currency period and forward to 60 OSS/OST. Deployed aircrew waivers will be processed by home station OG. If approved, the request will go into effect at the beginning of the new currency period to preclude crewmembers from becoming grounded or NMR. This procedure ensures the waiver process begins prior to crewmembers becoming grounded.

1.5.9. Waiver Format. For AMC waivers, use on-line waiver request service on AMC/A3T web site: <https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-OP-AM-94> . AFRC

units will use the on-line waiver request service on the AFRC/A3T web site:

<https://wwwmil.a2a3.afrc.af.mil/A3T/default.htm> . Ensure the Volume 1 reference paragraph to be waived is included in the waiver request. AMC OG/CCs submit waiver request through AMC/A3T web site. If unable to use the waiver web site submit a written waiver in the format at Figure 1.1. to the appropriate MAJCOM OPR. AFRC units submit written requests through AFRC NAF/A3T to HQ AFRC/A3TA. HQ AFRC/A3TA will send response to AFRC unit with copies to HQ AMC/A3TK. Mark not applicable items as "N/A." Asterisked (\*) items are required for processing. Place copies of all flying and ground training waivers (including training time extensions) in the individual's training folder. OG/CC or designated unit agency will maintain a record of approved waiver(s). Retain unit file copies for a minimum of two years IAW the AF Records Disposition Schedule at <https://www.my.af.mil/gcss-af61a/afrims/afrims/>.

1.5.9. (TRAVIS) (See paragraphs 1.7.2. and A3.7.2) 60 OSS/OST or 349 OSF/OST will maintain a record of approved waiver(s) and training time extensions (via Memorandum for Record (MFR) or Waiver Web Request as applicable) through the appropriate ASEV cycle. Waivers and extensions should be processed via the web. If the on-line service cannot be utilized, refer to Table 1.3. (Added) for routing and Figure 1.1. (Sample Waiver Request Format) for format. **Exception:** Waivers to items *not* listed within the web waiver domain, and without a reference to AFI 11-2KC-10, Volume 1, KC-10, *Aircrew Training*, will be submitted in written format to proper authority as outlined in Table 1.3. (Added).

**Table 1.1. Processing Waivers to AFI 11-2KC-10V1.**

Waiver Initiated By:	Send waiver request to:	Waiver Reply Will be Sent to:	With Information Copy To:
Active Duty AMC Wing or Group	HQ AMC/A3TK	OG/CC	N/A
AFRC Unit	AFRC NAF/A3T to HQ AFRC/A3TA	AFRC Unit	HQ AMC/A3TK

**Table 1.3. (Added-TRAVIS) Written Notification and Waivers Routing. 60 AMW**

Flight Instructor Requalification or in-unit AC/IP certification (info)	Training Time Limit Exceeded (if web is N/A) or Supervised Status (info)	60 OG/CC Waiver (if web is N/A)	HQ AMC Waiver (if web is N/A)
60 OSS/OST	60 OSS/OST	60 OSS/OST	60 OSS/OST
60 OSS/OSTT	60 OSS/OSTT	60 OG/CC	60 OG/CC
60 OG/CC	IN TURN	HQ AMC/A3TK (info)	HQ AMC/A3TK
IN TURN		IN TURN	HQ AMC/A3T
			IN TURN

**349 AMW**

<b>Flight Instructor Requalification or in-unit AC/IP certification (info)</b>	<b>Training Time Limit Exceeded (if web is N/A) or Supervised Status (info)</b>	<b>349 OG/CC Waiver (if web is N/A)</b>	<b>HQ AFRC/DOT Waiver (if web is N/A)</b>
349 OSF/OST	349 OSF/OST	349 OSF/OST	349 OSF/OST
60 OSS/OSTT	IN TURN	349 OG/CC	349 OG/CC
349 OG/CC		HQ 4 AF/DOT (Info)	HQ 4 AF/DOT
IN TURN		HQ AFRC/DOTA (Info)	HQ AFRC/DOT
		HQ AMC/A37TK (Info)	HQ AMC/A37TK (Info)
		IN TURN	IN TURN

**Figure 1.1. Sample Waiver Request Format.**

<p>MEMORANDUM FOR (<i>Waiver Authority</i>)</p> <p>FROM: (<i>Requester</i>)</p> <p>SUBJECT: Waiver Request – (<i>Individual</i>), (<i>Type of Waiver</i>)</p> <ol style="list-style-type: none"> <li>1. <i>*Name and grade.</i></li> <li>2. <i>*Flying organization (assigned or attached).</i></li> <li>3. <i>*Present qualification (include special qualifications/certifications if appropriate).</i></li> <li>4. <i>*Total flying time; primary aircraft inventory (PAI) time (include instructor or evaluator time, if applicable).</i></li> <li>5. <i>*Waiver request specifics e.g., cite requirement and requested deviation.</i></li> <li>6. <i>*Rationale or justification for waiver request.</i></li> <li>7. <i>Crew qualification to which person is qualifying or upgrading.</i></li> <li>8. <i>Previous attendance at any formal instructor course (include course identifier and graduation date).</i></li> <li>9. <i>Training start date.</i></li> <li>10. <i>If waiver request for time limit, specify mandatory upgrade or qualification date.</i></li> <li>11. <i>Date event last accomplished and normal eligibility period.</i></li> <li>12. <i>Remarks (include formal school courseware that is required if the waiver request is approved (e.g. local training)).</i></li> </ol>
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13. *Unit point-of-contact (include name, rank, telephone number, and functional address symbol, and Email address).*

14. *\*Unit address (if requesting formal school courseware)*

*(Signature of Requester)*

*(Title)*

## 1.6. Use of Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training must not degrade the intended training and will comply with applicable Department of Defense (DoD) Regulation 4515.13-R, *Air Transportation Eligibility*, AFI 11-401, *Aviation Management* and AFI 11-202 Volume 1.

1.6.1.1. It is essential that all personnel at all levels prevent the misuse of air mobility resources as well as the perception of their misuse when planning and executing local or off-station training missions.

1.6.1.2. See AMCI 11-208, *Tanker/Airlift Operations*, for off-station training flight requirements.

1.6.1.2. (**TRAVIS**) Detailed instructions on off-station training flight requirements for Travis AFB can be found in the 60 and 349 Air Mobility Wing's Wing Operations Plan (WOP) located on the 60 OSS/OSO SharePoint website (See **Attachment 1** of this supplement).

1.6.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the OG/CC may approve upgrade, qualification or special qualification/certification training on operational missions. See passenger-carrying restrictions in AFI 11-401 and AFI 11-2KC-10 Volume 3, *KC-10 Operations Procedures*.

1.6.2.1. Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like specialty. In the event the mission changes and the training status may affect the ability of the crew to fly the mission, the Instructor will ensure coordination between OC/CC and 618 TACC prior to accepting the mission.

**1.7. In-Unit Training Time Limitations.** Comply with the time limitations in **Table 1.2** for Phase II training. **Note:** for Phase IA and IB time limitations of formal KC-10 qualification, upgrade, and requalification courses refer to **Table A3.4**. Crewmembers entered in an in-unit training program leading to upgrade qualification (or requalification) should be dedicated to that program on a full-time basis. In-unit training will begin no later than 45-days (90-days AFRC) after reporting or being attached to a new duty station or unit.

**Table 1.2. In-Unit Training Time Limitations (Phase II).**

Training	Time Limit	Time Limit AFRC	Notes
Requalification	90 days	180 days	
Aircraft Commander Upgrade Qualification	90 days		
Mission Certification. Includes in-unit training leading to MR status following initial, differences, or requalification training.	90 days	180 days	1
Instructor Upgrade Qualification	60 days	180 days	
<b>NOTES:</b> 1. For Boom Operator (Basic) Initial Qualification (BBQ) and Flight Engineer Basic Prequalification Course (FBP) see <b>Attachment 3</b> .			

1.7.1. Training Time. Training time start date is the date when the first significant training event (a training event directly contributing to qualification or upgrade, e.g. computer-based training (CBT) lesson, part task trainer (PTT), weapon system trainer (WST), flight training device (FTD), boom operator trainer (BOT), aircrew system trainer (AST) ground training, flight training, etc.), or 45 days (90 days AFRC) after being attached or assigned to the unit after completion of the formal school, whichever occurs first. Training time ends with the successful completion of one of the following events: flight evaluation (if required as part of the training program), instructor validation of successful program completion (“sign-off”), or squadron commander certification (if required as part of the training program).

1.7.2. Sq/CC may extend training time once up to 60 days (120 days for AFRC) while completing MCT. Extensions exceeding 60 days (120 days for AFRC) require MAJCOM/A3T approval. Units will notify (in writing or via web) the appropriate MAJCOM/A3T before the crewmember exceeds upgrade training time limits in **Table 1.2**.

1.7.2.1. Use the waiver format as specified in paragraph **1.5.9**. Include training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date.

1.7.2.2. If units upgrade or requalify students in-unit, follow timelines from **Table A3.6** for initial qualification (Phase I) and **Table 1.2** for mission qualification (Phase II). Sq/CC training time extensions only apply during the mission qualification phase of training.

**1.8. Training Documentation.** Units will use the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet* as prescribed by AFI 11-202, Volume 1, to update aircrew certifications in ARMS. See **Chapter 7** for specific “Q” codes. See **Attachment 2** for additional training documentation requirements.

**1.9. Flight Examiner Usage.** Use flight examiners as instructors for any phase of training to capitalize on their expertise and experience. Units may use flight examiners as instructors for qualification, upgrade, and corrective action training. If an examiner is used as a primary

instructor to train an individual, the same examiner should not administer the associated evaluation.

#### **1.10. Instructor Training and Supervision Requirements:**

1.10.1. All instructors should be MR (wing level and below).

1.10.2. Instructor candidates who previously attended a formal instructor school for instructor qualification and were qualified instructors in any US Air Force aircraft and who meet the minimum flying hour requirements may upgrade in-unit with OG/CC approval. Sq/CC will determine training required to complete the instructor upgrade in-unit, including evaluations IAW AFI 11-2KC-10 Volume 2, *KC-10 Aircrew Evaluation Criteria*.

1.10.2. (**TRAVIS**) Squadrons will notify chain of command how and when accomplishing in-unit Instructor qualification. Using the waiver web process or standard memorandum format and squadron letterhead, provide a brief description of the individual's prior qualifications, the date of last qualification and a brief description of the duties performed by the individual since qualification was lost. Also provide a detailed description of the proposed number and type of training events to be accomplished as well as the required proficiency level for each event (AF Form 4024, *Aircrew Training Accomplishment Report* may be used to fulfill this requirement). Waiver web should be used to the max extent possible in submitting these requests. However, if unable to process via waiver web create a memorandum for record as described in **Table 1.3**. (Added-TRAVIS). See **paragraph 1.4.5.2.1** (Added-TRAVIS) of this supplement concerning the ADSC requirements.

1.10.3. Unit Formal Training Unit (FTU) Instructors. Active duty Operations Support Squadrons are provided with staff authorizations (pilot, flight engineer, and boom operator) over and above the crew force. Positions are allocated per AMC manpower standard (AMCMS) to support initial qualification, requalification, upgrade, and continuation training requirements at each KC-10 MOB. Personnel assigned to these positions must be very capable, highly experienced both as instructors and KC-10 aircrew members. All FTU instructors must be thoroughly familiar with KC-10 course books, training requirements, operational techniques, and the contractor training program. Assigned instructors will have an associate degree or higher within one year of being assigned to FTU instructor duty.

1.10.3.1. Faculty Training Course (FTC). The Faculty Training Course is taught at the FTU to prepare newly assigned instructors for schoolhouse duties. This course will be locally developed and updated as necessary. All instructors conducting initial qualification flying training should be graduates of FTC.

1.10.4. Instructor Supervision Requirements. When performing aircrew duties, the following personnel must be under the supervision of an instructor:

1.10.4.1. All non-current crewmembers. For non-current crewmembers, direct instructor supervision is required while performing the non-current event. (See paragraph **4.9** for exceptions).

1.10.4.2. All crewmembers in initial, upgrade or requalification flying training.

1.10.4.3. Any other personnel designated by the Wing/CC, OG/CC, or Sq/CC.

1.10.4.4. All unqualified or flying training level (FTL) "E" crewmembers require direct instructor supervision (must be at a set of controls) during critical phases of flight. Direct instructor supervision is required while non-current crewmembers perform non-current event(s) during a critical phase of flight.

1.10.4.5. Exceptions to paragraph **1.10.4. Supervision Requirements Instructor.**

1.10.4.5.1. Instructor supervision is not required for pilots certified by the Sq/CC to conduct receiver AAR under the supervision of a Sq/CC certified Aircraft Commander.

1.10.4.5.2. Students in upgrade training may fly, on a limited basis, without instructor supervision as a crewmember in their previous position provided they are current and qualified in that position (i.e. an MF in upgrade to IF may fly unsupervised as an MF).

1.10.4.5.3. During FTU training, two KC-10 PIC students (or one PCO student and one KC-10 PIC student) may sit in the seat together for all events in which they are current and qualified.

1.10.4.5.4. For KC-10 PIC training, selected aircraft events (F020-Formation, F060-AAR Formation, P005-Taxi Exercise, and R080-Tanker AAR, Autopilot-Off) do not require the KC-10 PIC student to be at a set of controls; the KC-10 PIC student must demonstrate the ability to instruct to a proficient level while the event is being accomplished.

1.10.4.5.4. **(TRAVIS)** KC-10 PIC student must be at a set of controls to demonstrate the ability to instruct their way through P005-Taxi Exercise.

1.10.4.5.4. **(TRAVIS)** KC-10 PIC student must be at a set of controls to demonstrate the ability to instruct their way through P005-Taxi Exercise.

**1.11. Distribution.** Units will establish the necessary hard copy distribution requirements of this AFI.

## **1.12. Transfer of Aircrews.**

1.12.1. When a crewmember transfers from one unit to another, the gaining unit will review, assess and assign the appropriate TL. During the review, the gaining unit will normally honor the losing unit's assigned training level. Certified/qualified MR crewmembers transferring between units accomplish only unit-specific training and any applicable events in which they have lost currency.

1.12.2. For Foreign Military Sales, guest pilot, and/or exchange officers see training requirements in AFI 11-401. Initial and/or continuation training requirements are specified in the appropriate MOU, OPLAN or agreement and should mirror requirements of this AFI to the maximum extent possible.

**1.13. Aircrew Training While DNIF.** Crewmembers whose status is duty not including flying (DNIF) may log ground training events (including simulator) if the member's physical condition allows it. If the crewmember's ability to complete training is in question, consult the flight

surgeon signing the AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*, placing the crewmember in a DNIF status IAW AFI 48-123, Volume 3, *Medical Examinations and Standards, Flying and Special Operational Duty* if the DNIF status includes ground training limitations.

#### **1.14. Aircrew Rated Management Overview.**

1.14.1. Program Requirements Document (PRD). According to AFI 11-412, *Aircrew Management*, HQ USAF/A3O-AT projects KC-10 long-range training requirements annually in a process called the PRD. Lead and user commands contribute to the PRD, which becomes a key long-range planning tool for training requirements.

1.14.2. Programmed Flying Training (PFT). HQ AMC/A3TF is designated to manage the KC-10 PFT process in coordination with user commands. The PFT balances available training quotas, ATS throughput, schoolhouse capacity and course requirements on a fiscal year basis. Annually, units will send projected PFT requirements (RCS: HAF-XOO(AR) 9722) to their respective MAJCOM training staff, who in turn, will forward projected requirements to the PFT manager at HQ AMC/A3TF.

1.14.2.1. An annual PFT conference is held to consider training capacity, MAJCOM training requests, and pipeline student inputs. Upon validation, HQ AMC/A3TF approves the PFT, allocating quotas to each command, who in turn allocate training quotas to each unit.

1.14.2.2. Throughout the training year, MAJCOM training staff and AFPC PFT managers use assigned/allocated training quotas to assign individual crewmembers into the KC-10 formal school classes. Daily student quota adjustments to the annual PFT are made on quota management documents. HQ AMC/A3TF will publish the annual PFT quota workbook at: <https://afkm.wpafb.af.mil/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-OP-AM-99-13&Filter=OO-OP-AM-99>.

**1.15. Information Management.** HQ AMC Aircrew Training Division (HQ AMC/A3T) hosts aircrew training information on a military website. Training event descriptions are maintained on the website, as well as non-ATS training courses (e.g., GRACC, FM Immunity), ATD status, host nation agreements (HNA), etc. Site is: <https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-OP-AM-94>.

**1.16. Failure to Progress or Complete Training.** If the training received leads to a qualification or certification that must be met for the unit's mission, comply with syllabus guidelines. If mission ready status does not depend on the training received, then the OG/CC will decide the course of action. If a crewmember fails to complete a formal course, the formal school will send a recommendation to the individual's gaining unit. The recommendation will state whether he or she should complete training in-unit, return to the formal school to complete training, or be referred to the AF personnel system for reassignment.

1.16.1. Progress Review Board (PRB). If a student fails to progress in accordance with the requirements in this volume, the trainee's gaining flying unit Sq/CC will conduct a progress review. A PRB will be convened to review the trainee's records and recommend continuing, re-



training, modify training, or a Flight Evaluation Board (FEB). OG/CC will have final approval of PRB recommendations. (See AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, for FEB and administrative procedures. **Note:** In certain situations, AFI 11-402, **Chapters 3** and **Chapter 4** outline additional information regarding removal from training short of the FEB process for initial Career Enlisted Aviator's (CEA) training.) The ATS contractor will identify students who fail to progress IAW the applicable ATS contract as outlined in **Chapter 6**.

1.16.1.1. The make-up of the PRB will be at the Sq/CC's discretion, but will include, as a minimum, Sq/CC, OST and OGV representatives, and FTU Chief. For Phase IA review, ATS will be represented as well.

1.16.2. Supervised Status/Retraining. Each unit will determine their process for documenting performance that IAW AFI 11-2KC-10, Volume 2, *KC-10 Aircrew Evaluation Criteria*, has caused a crewmember to be administratively downgraded, failed an evaluation, failed to demonstrate proficiency once MR, or similar situation which would put a crewmember into a supervised status. This process will include how and where to document the crewmember's retraining. As a minimum, an AF Form 4022, *Aircrew Training Folder*, is opened for the retraining. The crewmember's unit should develop a training plan, coordinate training resource requirement through OSS/OST, then gain Sq/CC approval. The AF Form 4025, *Aircrew Summary/Close-Out Report* documenting the completed training will then be given to the unit's Stan/Eval section and the crewmember will be rechecked at the Sq/CC's discretion (exercised through Stan/Eval.).

**1.17. Career Enlisted Aviator Skill Levels.** CEAs are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, and skill level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF Form 8, *Certificate of Aircrew Qualification* as prescribed in AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program* is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of "K" prefix (aircrew instructor) and "Q" prefix (standardization and evaluation flight examiner).

**1.18. Aircrew Training Quota Management.** The following information describes AMC's policy and procedures for quota management. This policy was developed from requirements in AFI 36-2201, Volume 1, *Training Development, Delivery, and Evaluation*, AFI 36-2107, and AFI 11-412. This policy is mandatory for all AMC units.

1.18.1. AMC Units: Formal Aircrew Training requirements (except for Simulator Refresher requirements) will be submitted to the appropriate AMC/A3TF quota manager NLT 30 Sep for the following fiscal year. AMC/A3TF will consolidate and crosscheck requests with the Pilot Absorption Management System (PAMS) and submit to Air Staff via the annual Graduate Program Requirements Document (GPRD) Data Call and finalized at the annual Programmed Flying Training (PFT) conference.

1.18.1.1. Other MAJCOMS: Submit Formal Aircrew Training requirements to appropriate MAJCOM Functional Managers NLT 30 SEP for the following fiscal year. The Formal Aircrew Training requirements (except for Simulator Refresher requirements) will be internally coordinated by MAJCOM Functional managers and submitted to Air Staff via the annual Graduate Program Requirements Document (GPRD) Data Call and finalized at the annual Programmed Flying Training (PFT) conference.

1.18.2. OSS training offices will submit the rank, full name, SSAN, course, and class number to AMC/A3TF NLT 45 days prior to class start date (CSD). Please ensure that any internal processes are adjusted to meet this timeline. Training quotas not filled 30 days prior to CSD will be offered to the next unit on the AMC/A3TF standby list. OSS training offices should reconfirm all scheduled training with their units at least 10 days prior to CSD to ensure notification of training, active duty service commitments are established, and orders issued. Please submit all candidates for training quotas using email only to:

[AMC.quotamanagement@scott.af.mil](mailto:AMC.quotamanagement@scott.af.mil).

1.18.2.1. All course prerequisites will be completed NLT 30 days prior to CSD to allow for remedial training or substitution. Units will internally identify an alternate candidate for each allocated quota. If the primary candidate becomes unavailable 30 - 45 days prior to CSD, notify AMC/A3TF with the alternate's information. If the primary becomes unavailable within 30 days of CSD, contact your host MPF formal training section to locally substitute the alternate IAW AMCI 36-2204, *AMC Formal Training Program* - provide a copy of the local substitution letter to AMC/A3TF.

1.18.2.2. Foreign exchange officers cannot be locally substituted (they must also be identified when submitted to load against an allocation), send the replacement's full data to AMC/A3TF.

1.18.2.3. **(Added-TRAVIS)** Active duty squadrons should provide all class attendee names to OSTT a minimum of 60 days prior to class start date. OG/CC waivers, if required, will be requested and approved prior to submitting class attendee names or requesting classes in order to prevent cancellation. Reserve class attendees are due to AFRC through 349 OST a minimum of 60 days prior to class start date.

1.18.3. When submitting local upgrade (secondary method) requests, use the AMC/A3TF website: <https://private.AMC.af.mil/a3/a37t/dot/waivers/userlogin.cfm>.

1.18.3.1. Forward the following information to the appropriate quota manager: rank, name, upgrade, course, projected start, projected completion, and a point of contact. Inform via e-mail when training is complete. If the training being conducted would normally incur an active duty service commitment (ADSC), insure required counseling and AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement* is completed prior to start of training. Contact your local MPF Formal Training office for additional guidance. MILPDS training RIPs will automatically generate ADSC requirements.

1.18.3.2. **(Added-TRAVIS)** See **Paragraph 1.4.5.2.**

1.18.4. When a training allocation cannot be filled, the OSS training office will notify AMC/A3TF so the quota may be reallocated. If circumstances prevent an identified candidate

from attending the training (e.g., DNIF, unable to complete prerequisite training, etc.), inform AMC/A3TF immediately. Return all unused quotas to AMC/A3TF NLT 45 days prior to CSD.

1.18.5. All no-shows and late cancellations within 7 days of CSD must be explained. Forward an initial report of circumstances to AMC/A3TF quota management office within 24 hours of CSD. This initial notification will be followed by a memorandum of explanation from the OG/CC to AMC/A3T within one week. E-mail is the preferred method. Send to: [AMC.A3T@scott.af.mil](mailto:AMC.A3T@scott.af.mil) and courtesy copy [AMC.quotamanagement@scott.af.mil](mailto:AMC.quotamanagement@scott.af.mil).

1.18.6. Global Reach Aircraft Commanders Course (GRACC). Active duty units will be given priority over AFRC and ANG units due to mandatory upgrade requirements for AMC crews established in AFI 11-2MDS Vol 1. Do not submit more than two candidates per wing per class without the GRACC scheduler's approval. Submit names NET 45 days and NLT 30 days prior to CSD. HQ AMC/A3TF will release the class roster 30 days prior to CSD for units to confirm the names and make any necessary corrections. Unfilled quotas will be available 14 days prior to CSD and units will be notified. Cancellations must be received NLT four duty days prior to CSD to avoid a no-show. HQ AMC/A3TF will not accept any additions 72 hours/3 days prior to CSD. Units can still cancel 24 hours prior to CSD to avoid a no-show being charged to the unit. Questions regarding GRACC Scheduling can be referred to HQ AMC/A3TF, DSN 779-7881.

1.18.7. AMC/A3TF will maintain a standby list for each course offered. Send requests for additional quotas to AMC/A3TF for placement on the standby list. If unit capability is in jeopardy, AMC/A3TF will coordinate with Air Staff and AETC to add or reallocate additional quotas. AMC/A3TF quota managers will coordinate with the OSS training offices exclusively. Squadrons or individuals will be referred to their OSS training office. This policy is to ensure that all offices responsible for quota management are in-synch with each other and prevents lost seats. Please submit the name/phone number/e-mail for the primary and alternate point of contact for quota management in the OSS.

1.18.8. AMC units are prohibited from coordinating quota exchanges with other commands. OSS/OST training offices will forward all requests to the AMC quota manager for coordination with other commands. Please allow for extended coordination time when considering this option.

1.18.9. Senior Officer Training coordination. ALL Senior Officer Training is directed by AF/DPO, AF/DPG offices in coordination with MAJCOM Senior Leaders Management office and AMC/A3TF, and HQ AETC/A3R. Questions regarding Senior Officer training Course, availability and prerequisites can be forwarded to HQ AMC/A3TF @ DSN 779-3577. No formal actions to schedule training will be taken until directed by AF/DPO or AF/DPG in conjunction with MAJCOM Senior Leaders Management offices.

## Chapter 2

### INITIAL QUALIFICATION TRAINING

**2.1. General Requirements.** AFI 11-202, Volume 1 defines initial qualification training. This chapter specifies minimum training requirements for initial qualification, requalification, conversion/difference qualification, and senior officer courses. Phase IA training is provided by the ATS contractor and consists of academic training and various ATDs. Following successful completion of Phase IA, Phase IB is conducted at the Formal Training Unit (FTU) where aircraft training is received. Phase II training completes all remaining mission ready and certification training requirements. The sole method of KC-10 initial qualification is to attend and complete the appropriate formal training course listed at the ETCA website. The site address is: <https://etca.randolph.af.mil/>.

**2.2. Initial Qualification Training Prerequisites.** Complete initial qualification prerequisites in accordance with AFI 11-202, Volume 1, **Table 6.1**, and the course syllabus.

2.2.1. First Assignment Instructor Pilots (FAIPs), Operational Support Aircraft (OSA) aircraft commanders, and Major Weapon Systems (MWS) aircraft commanders meeting flying hour requirements in **Table 6.1**, complete Aircraft Commander Initial Qualification (ACIQ) course. Graduates of Specialized Undergraduate Pilot Training (SUPT) and pilots not meeting the flying hour requirements will complete Pilot Initial Qualification (PIQ) course and comply with the Mobility Pilot Development Program (MPD) described in paragraph **5.2**.

2.2.2. Before starting a formal initial qualification course, the student may begin training (e.g. CBT, workbooks, etc.) as permitted by the course syllabus.

**2.3. Ground Training Requirements.** Complete ground training requirements for initial qualification in accordance with AFI 11-202, Volume 1 and **Chapter 2** and **Chapter 6** of this publication. During formal training, aircrews may complete (and receive credit) for Mobility Training and Ancillary Training events in **Table 4.2**. See the appropriate formal training course syllabus.

2.3.1. All events in **Table 2.1** may be accomplished at formal school or in-unit during mission certification training. Do not delay graduation from FTU awaiting ground training. A Flight Physical, Physiological Training, and Emergency Egress Training, Non-Ejection Seat, LL03 are prerequisites prior to the first aircraft flight. The FTU will provide the gaining unit with documentation indicating completion of items from **Table 2.1**.

2.3.2. Completion of initial SERE schools according to AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Operations*, and initial aircrew flight equipment familiarization (during formal school) will establish the follow-on due dates (based on the date first completing the course) for recurring training requirements.

**Table 2.1. Initial Qualification Ground Training Requirements.**

<b>Code</b>	<b>Event</b>	<b>Crew Position</b>	<b>Notes</b>
E030	Primary Passport (Application)	All	7
E035	Secondary Passport (Application)	All	7
E112	Information Protection	All	5
E113	Human Relations	All	5
E114	Force Protection	All	5
G002	Aircraft Marshaling Training and Examination	All	4, 5,6
	Flight Physical	All	1,4,5
	Physiological Training	All	1,4,5
G010	CBRNE Defense Training	All	5,7
G060	Aircrew Tactics Continuation Training	All	5,7
G070	Aircrew Intelligence Training (AIT)	All	5,7
G080	Communications Procedures	P	5,7
G090	Anti-Hijacking	All	4,5
G100	Laws of Armed Conflict (LOAC)	All	4,5
G120	ISOPREP Review	All	5,7
G130	Instrument Refresher Course (IRC)	P	5
G150	Approach Plate Familiarization Training	FE,BO	4
G180	Cargo and Passenger Handling Procedures	BO	
G182	Hazardous Cargo Training	P, BO	5
G190	Aircraft Servicing	All	7
G231	Initial Crew Resource Management (CRM)	All	5
G280	Combat Arms Training	All	5
G281	Self Aid Buddy Care	All	5
LL01	Aircrew Flight Equipment Familiarization	All	4,5
LL03	Emergency Egress Training - Non Ejection Seat	All	1,4,5
LL04	Aircrew Chemical Defense Training (ACDT)	All	5,7
LL05	Egress Training with ACDE	All	5,7
LL06	Aircrew Flight Equipment Training (AFET)	All	3,5
Q001	Open Book Qualification Examination	All	
Q002	Closed Book Qualification Examination	All	
SS01	Local Area Survival Training	All	5
SS20	Combat SERE Training, Wartime Level C	All	2,4,5,7
SS32	Water Survival Training, Non-Parachuting	All	2,4,5
VT01	Initial VTRAT	All	5,7
<b>NOTES:</b>			

1. Mandatory grounding item after expiration date; individual will not fly until required training is accomplished. Flight Physical expires on the last day of the birth month.
2. Accomplish SS02 or SS05 if more than 36 months since completion of SS20 or SS32.
3. LL06 will be accomplished in conjunction with SS02, LL03, or SS05. See **Chapter 7**.
4. Crewmembers in MCT are required to complete prior to flying to destinations OCONUS
5. IAW AFI 11-202 Volume 1, paragraph 6, refer to reference publications which provide guidance for accomplishment of ancillary training requirements.
6. Accomplish within 30 days of initial assignment or PCS per AFI 11-218, *Aircraft Operations and Movement on the Ground*.
7. Not required for BAQ, BMC crewmembers or Senior Officers.

**2.4. Flying Training Requirements.** Complete flying training requirements for initial qualification in accordance with AFI 11-202, Volume 1 and AFI 11-2KC-10 Volume 1, **Chapter 3** and Attachment 3. Formal syllabi, when published, will take precedence over guidance in this AFI.

**2.5. Conversion/Differences Qualification Training Requirements.** When possible, qualified personnel in other units will provide the initial cadre. In some instances, it will be necessary for units to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. The following conditions will apply to the management of initial cadre aircrew qualification:

2.5.1. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion/differences training. Converting units may request initial cadre waiver of primary aircraft inventory (PAI) time requirement. Send waiver request through MAJCOM training staff in the format in paragraph 1.5.9. Additionally, include the most recent aircraft flown and total time in that aircraft in the remarks section.

2.5.1.1. Initial cadre will not be designated in a crew position higher than currently held, e.g. C-130 mission pilot (MP) to KC-10 examiner pilot (EP), unless previously qualified at that level in the conversion aircraft, i.e. prior KC-10 EP.

2.5.1.2. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification.

**2.6. Multiple Qualifications.** Crewmembers will attend a formal initial qualification course for dual qualification in different MDS aircraft. Crewmembers maintaining dual qualification in different model aircraft will, as a minimum, maintain FTL A currency requirements in each aircraft (N/A for senior officers; see paragraph 2.7).

**2.7. Senior Officer Qualification Training Requirements.** AFI 11-202, Volume 1 (paragraph 2.5) identifies senior officer qualification requirements. Senior Officer Course (SOC) graduates will be assigned FTL E for continuation training purposes and will not fly unsupervised in a primary crew position (see paragraph 4.3.2.5).

2.7.1. After qualification IAW AFI 11-202, Volume 1, and with OG/CC approval, senior officers (assigned or attached) may seek training which leads to a higher FTL and/or qualification. The unit OSS/OST office is responsible for determining training requirements based on the senior officer's flying experience and familiarity with the weapons system. HQ AMC/A3T or appropriate MAJCOM/A3T will approve the proposed training plan prior to execution.

2.7.1. (**TRAVIS**) 60 OSS/OST or 349 OSF/OST will determine and coordinate training requirements with AMC/A3TK and the squadron which the senior officer is assigned or attached to. Documentation of additional training will be kept on file at 60 OSS/OST, 349 OSF/OST, or squadron DOT (if applicable) in accordance with **Attachment 2** (basic instruction).

2.7.2. In order to keep the course length to a minimum, and maximize the students training time, a suite of CBT lessons must be viewed prior to attendance at the Senior Officer Course. These CBT lessons can be found at <https://www.kc10Afs.com>. Contact HQ AMC/A3TK for assistance (DSN 779-2553).

2.7.3. (**Added-TRAVIS**) POC for all Travis Senior Officer Courses is 60 OSS/OSTT.

**2.8. Flight Surgeons.** Flight surgeons assigned to unit will complete all training requirements in **Table 4.3.** for initial qualification. Include flight surgeon testing on AFDL web based training.

**2.9. Qualification Training (RQT).** An aircrew member is unqualified upon expiration of the qualification evaluation, loss of currency exceeding 6 months (for currency items specified in **Chapter 4**), or completion of a qualification evaluation in a different MDS. **Exception:** When authorized multiple qualification. The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For Active Duty Service Commitments for aircrew training, see AFI 36-2107. See AFI 11-202 Volume 1 for additional qualification training limits and requirements.

2.9.1. Individuals requalifying as KC-10 crewmembers will complete in-unit or formal school training (IAW AFI 11-202, Volume 1) and accomplish those mission certification events from **Table 2.2, Table 3.1, Table 4.1, and Table 4.2** that have expired or are overdue.

2.9.2. Former KC-10 instructors may accomplish instructor requalification concurrent with basic requalification (in-unit or formal course) for their crew position. For loss of qualification exceeding 39 months in all cases, all special qualifications and certifications must be re-accomplished.

2.9.3. Qualification Training Courses. Unqualified crew members will complete the appropriate TX-1, TX-2, TX-3 (longest to shortest) courses outlined below.

2.9.3.1. Pilot, Flight Engineer, and Boom Operator TX-1, TX-2, TX-3 Courses:

2.9.3.1.1. Unqualified KC-10 crewmembers (over 8 years) will complete the Initial Qualification (PIQ, ACIQ, FIQ, BBQ) formal school flying training course (TX-1) and a flight evaluation. An active duty or reserve service commitment is required.

2.9.3.1.2. Unqualified KC-10 crewmembers (greater than 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment to 8 Years) will complete the Requalification (PRQ, FRQ, BRQ) formal school flying training course (TX-2) as appropriate and a flight evaluation. An active duty or reserve service commitment is required.

2.9.3.1.3. Unqualified KC-10 crewmembers (up to 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment) will complete a Sq/CC directed requalification (TX-3) course in-unit and a flight evaluation. **Note:** The Requalification formal school flying training courses in 2.9.3.1.2 may be substituted for the in-unit training. An active duty or reserve service commitment is required if the formal course option is utilized.

2.9.3.1.3.1. Squadron Commanders may tailor or expand the TX-3 course based on individual proficiency and experience. Unqualified pilots will complete training in all delinquent items, additional training as directed by the squadron commander, and a flight evaluation. The flying unit Sq/CC will determine requirements for accomplishment of events from **Table 3.2** that are not continuation training events, e.g. M260, Fighter Deployment Operations.

**2.10. Formal Training Unit (FTU) Guidance.** The KC-10 Formal Training Units conduct training at two schoolhouses located at Travis and McGuire AFBs. Specific course information is located in **Attachment 3**. Formal syllabi, when published, will take precedence over the guidance in **Attachment 3**.



## Chapter 3

### MISSION QUALIFICATION AND CERTIFICATION TRAINING

**3.1. Description.** This chapter establishes minimum mission ready criteria and training requirements to be accomplished during mission certification training (MCT). Except where specifically stated, squadrons may arrange mission sequence or sequence of items as necessary to use flying training hours effectively and accomplish the unit mission. All crewmembers will complete initial qualification (Phase I) and mission qualification (Phase II), but are not necessarily required to be certified in the unit's mission before entering special certification (i.e. large formation, formation lead, etc.) training. Crewmembers in MCT may participate in exercises (see paragraph 1.6.2).

3.1.1. Mission certification is the primary certification and must be completed prior to crewmembers deploying.

**3.2. Time Periods for Mission Certification Training.** See Table 1.2. During this period crewmembers will complete remaining requirements from Table 2.1, the ground training requirements in Table 3.1 and flying training requirements in Table 3.2. Upon successful completion, and approval by the Sq/CC, Mission Ready (MR) status may be awarded. Aircraft Commander (AC) and instructor candidates must also be certified through the Review and Certification (R & C) process IAW AFI 11-202, Volume 2.

3.2.1. Upon completion of all MCT requirements from Table 3.1 and Table 3.2 PCO, ACIQ and PRQ graduates will be counted as MR pilots for SORTS and TRP purposes and may fly as an FPQ on any crew, including operational missions. PCO, ACIQ and PRQ graduates are not MPs and may not fly as pilot-in-command until formally certified by the Sq/CC. See paragraph 5.2 for additional requirements for Mobility Pilot Development (MPD) pilot certification as aircraft commander.

3.2.2. Crewmembers flying during MCT (who are current and qualified in the aircraft) may fly without an instructor of like specialty on CONUS-only sorties. See paragraph 3.3.1 for minimum ground training requirements.

**3.3. Ground Training Requirements.** All crewmembers will accomplish any remaining events from Table 2.1 that were not previously accomplished while at the FTU and the applicable events from Table 3.1. Complete all academic ground training events required for mission certification in the unit operational mission (not applicable for senior officers or staff officers maintaining BAQ). Training may be accomplished concurrently with other training.

3.3.1. Local training and CONUS missions may be flown before completing all events, provided Aircraft Marshalling Exam (G002), Flight Physical, Physiological Training, Aircrew Flight Equipment Familiarization (LL01), Egress Training (LL03) and Local Area Survival (SS01) are accomplished.

3.3.2. Graduates of the formal Pilot Check Out Course need only accomplish ground training events in which they have lost currency.

3.3.3. If required, complete formal course training events not accomplished at formal school.

3.3.4. The ATS contractor post-graduate questionnaire will be completed by the student prior to the individual being declared mission ready.

3.3.5. Certified or qualified MR crewmembers transferring between units will require a Flight Medicine clearance from the gaining base, Aircraft Ground Marshaling Training and Examination (G002), ISOPREP Review (G120), Local Area Survival (SS01), and unit-specific MR training events (and events in which they may have lost currency during the change-of-station). See paragraph 3.4.2 for additional information.

3.3.6. Ground training events accomplished during MCT establish the crewmembers due dates for subsequent continuation training. Completion of SS20, SS32, and initial Aircrew Flight Equipment Familiarization (during formal school) establishes the due date (based on date of first completed course) for recurring SS02, SS03, SS05, and LL06. Completion of SS20 also establishes the due date for recurring G100.

**Table 3.1. Mission Certification Ground Training Requirements.**

Code	Event	Crew Position	Notes
	Flight Physical	ALL	3
	Physiological Training	ALL	3
G002	Aircraft Marshalling Exam	ALL	1,3
LL01	Aircrew Flight Equipment Familiarization	ALL	1,3
LL03	Emergency Egress Training	ALL	3
SS01	Local Area Survival Training	ALL	1,3
Q280	GRACC	P	2
G182	Hazardous Cargo	B	
<b>NOTES:</b> 1. Accomplish upon arrival after each permanent change of station. 2. Only required for Aircraft Commander upgrade. See paragraph 5.3.2. 3. Required prior to first flight.			

### 3.4. Flying Training Requirements:

3.4.1. Complete the requirements in **Table 3.2**. Items accomplished to the appropriate proficiency level during FTU count toward this mission ready table. Upon completion of MCT, the Sq/CC will adjust the crewmember's training levels as appropriate and therefore prorate continuation training requirements based on the date MR was gained (see **Table 4.7**, Individual Availability).

3.4.2. After arrival at the duty station following a PCS from the other KC-10 main operating base (MOB), crewmembers will receive a local area briefing and supervised local orientation flight. The lack of a local briefing and local flight does not preclude the crewmember from

deploying as MR. Crewmember must accomplish all grounding items prior to the local orientation flight.

3.4.2. (**TRAVIS**) All Pilots will fly on a local orientation flight with an instructor pilot. The IP will point out local flying area patterns, restrictions, procedures, etc.

3.4.3. MPD Pilots selected for in-unit aircraft commander certification training must re-accomplish all applicable events in **Table 3.2**, except for F020, N013, N014, P260, P270, P280, and P290, with an emphasis on aircraft commander duties and responsibilities prior to certification.

**Table 3.2. Mission Certification Flying Training Requirements.**

Code	Event	P	FE	BO	Notes
F020	Formation	P			2
M260	Deployment Mission Planning	P	P		
M261	Airlift Deployment Operations	P	P		
M262	Fighter Deployment Operations	P	P		
N013	Rendezvous/AAR EMCON 3	B	B	B	2
N014	Rendezvous/AAR EMCON 4	B	B	B	2
P260	HAVE QUICK Radio Procedures	P			2
P270	Secure Radio Operation	P			2
P280	ACDTQT	1	1	1	
P290	Alert Start	B	B	B	
P300	Cargo Loading			P	
P340	Briefing and Control of Passengers			P	2
P379	L-BAND SATCOM		P		2
Q022	Receptacle Equipped Day Fighter Certification			P	2, 3
Q023	Receptacle Equipped Night Fighter Certification			P	2, 3
Q180	Cargo Mission Evaluation			P	
R030	Receiver AAR, Heavyweight	P	P		1, 2
R055	Receiver AAR, Anchor AARA	P			1, 2
<i>B – Briefing Item; P – Proficient; 1 – One Time Accomplishment</i>					
<b>NOTES:</b> 1. Not applicable to graduates of PIQ (until ready for AC certification). 2. Events may be accomplished at formal school or in-unit during mission certification training. 3. Should be accomplished in Phase IB or Phase II. Refer to paragraphs <b>3.5.5.1</b> and <b>5.6.4</b> for exceptions.					

**3.5. Mission Certification Training (Phase II).** Flight training will be conducted by KC-10 instructors. See also paragraph **5.6 Special Qualifications and Certifications**. Crewmembers will be mission ready (MR) after completion of all ground training, mobility training, flying training requirements, and certification (if required).

3.5.1. MPD Pilots (Graduates of KC-10 Pilot Initial Qualification (PIQ):

3.5.1.1. Place emphasis on pilot duties and responsibilities, and the ability to provide sound back up to an Aircraft Commander. By exception, prior to achieving MR status, MPD pilots may fly in the left seat during critical phases of flight 1) unrestricted with an IP in the right seat or 2) on a local sortie only with an MP in the right seat if that MP has at least 150 hours since AC Certification. This does not prevent two FPs in MCT from occupying both seats during non-critical phases of flight if under IP supervision.

3.5.2. Graduates of KC-10 Aircraft Commander Initial Qualification (ACIQ) and Pilot Check Out Course (PCO).

3.5.2.1. ACIQ and PCO pilots' training should place emphasis on Aircraft Commander duties and the ability to lead a crew throughout the mobility system. When training is completed, the individual will be certified by the Sq/CC as an Aircraft Commander.

3.5.3. Graduates of KC-10 FBP/FIQ: The object of Phase II training for FBPs is to provide graduated exposure to the duties of a KC-10 flight engineer prior to MF certification. There are two parts to this training – Phase IIA & IIB.

3.5.3.1. Phase IIA: Begins after the Phase IB evaluation and ends when the requirements in this chapter are complete. FBPs need only to be signed off to the Satisfactory level in M261 and M262 before being moved into Phase IIB, however, they must be observed proficient before completing Phase IIB. May fly local training sorties under IF supervision—log FF time.

3.5.3.2. Phase IIB (FBP track engineers only). For FBP Engineers, begins at the conclusion of Phase IIA and is complete when the requirements below have been met. During this period the FBP may fly as an FF on local training sorties unsupervised and log FF time. Also, they may fill the second engineer requirement for augmentation, as outlined in AFI 11-2KC-10, Volume 3, *KC-10 Operations Procedures*, for cargo missions only, provided the other engineer is an IF.

3.5.3.2.1. An additional M261 and M262 must be completed and documented IAW **Attachment 2**.

3.5.3.2.2. The FBP/FF must have 150 hours of flight time after the Phase IB evaluation to achieve MF status. This requirement may be waived by the OG/CC on a case-by-case basis.

3.5.4. Graduates of KC-10 FIQ: May fly unsupervised on local sorties and will log FF time.

3.5.5. Graduates of KC-10 BBQ: The object of Phase II training for BBQs is to provide initial cargo load training to prepare KC-10 Boom Operators for their initial MSN (Cargo) evaluations. There is one part to this training – Phase II.

3.5.5.1. Phase II: Begins after the Phase IB evaluation and ends when the requirements of this chapter are complete. May fly local training sorties unsupervised and log FB time. Q022 and Q023 should be completed during this phase if not accomplished during Phase IB. Booms will not be scheduled to refuel fighter type aircraft without an instructor until completion of Q022 and Q023 certification and documentation. The BBQ may be certified an MB at the completion of Phase II.

## Chapter 4

### CONTINUATION TRAINING

**4.1. Description.** This chapter establishes the minimum flying and related ground training requirements to maintain currency and qualification. The unit commander will ensure crewmembers receive sufficient continuation training to maintain individual proficiency.

**4.2. Aircrew Status.** KC-10 crewmembers are assigned to MR, BMC, or BAQ status.

4.2.1. Mission Ready (MR). For Status of Resources and Training Systems (SORTS), operational tasking, and deployments, a MR crewmember is defined as one who is available and certified in the squadron's mission (completed qualification and mission certification training for applicable crew position).

4.2.2. Non-Mission Ready (NMR). A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission. See paragraph 4.9 for specific guidance on crewmembers who are non-current or incomplete in required continuation training.

4.2.3. Basic Mission Capable (BMC). A non-mission ready (NMR) crewmember assigned to MAJCOM headquarters, NAF, 618 TACC, USAF Expeditionary Center, Contingency Response Wing (CRW), or Direct Reporting Unit (DRU) who has satisfactorily completed mission certification training and does not maintain MR status, but maintains familiarization in the command or unit's operational mission

4.2.3.1. The crewmember may maintain qualification in some aspects of the unit mission and is able to attain full qualification in the unit mission within 45 days.

4.2.3.2. BMC crewmembers may log instructor or examiner time for the portion of the mission for which they are current and qualified and performing instructor or examiner duties. Otherwise, they will log FP, FF or FB time.

4.2.4. Basic Aircraft Qualification (BAQ). A crewmember that has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the unit aircraft.

4.2.5. MR, BMC, and BAQ crewmembers must accomplish and/or maintain the requirements in AFI 11-202, Volume 1 (for their respective status) and the appropriate events in the ground and semi-annual flying continuation tables in **Chapter 4**.

### 4.3. Training Levels.

4.3.1. The Sq/CC assigns crewmember training levels (TL) (see paragraph 1.4.6.2). NMR crewmembers assigned to MAJCOM headquarters, NAF, 618 TACC, USAF Expeditionary Center, CRW, or a DRU are normally categorized as BMC and assigned FTL A or E. In addition, individuals assigned to FTL A must also accomplish annual CRM and refresher simulator training requirements. These individuals may fly unsupervised on CONUS training missions provided they are current and qualified.

#### 4.3.2. Flying Training Levels (FTL).

4.3.2.1. FTL A—Highly Experienced Crewmembers. (As a guide, crewmembers having 10 or more years of operational flying experience) This may include MR or NMR MAJCOM headquarters staff and 618 TACC personnel; FTU instructors; NAF personnel; USAFEC instructors, WG/CC, OG/CC, and Sq/CC, operations officers, crewmembers assigned to OG evaluation positions, and instructors assigned primarily to staff duties. Sq/CC may assign highly experienced MR line crewmembers to FTL A.

4.3.2.2. FTL B—Experienced MR Crewmember. As a guide, crewmembers having between 5-10 years of operational flying experience.

4.3.2.3. FTL C—Crewmember or BAQ Crewmember pursuing MR status after initial qualification training. As a guide, crewmembers having less than 5 years of operational flying experience. Initially assign inexperienced MR crewmembers to FTL C.

4.3.2.4. FTL D—No longer used.

4.3.2.5. FTL E—BAQ or BMC non-instructor staff. This training level may include senior officers, MAJCOM, NAF, 618 TACC, CRW, and DRU staff who are not maintaining MR or instructor status. FTL E requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like specialty at all times.

4.3.3. Ground Training Levels (GTL). Operational flying includes all MAF aircraft flight training where the aviator receives periodic continuation training. Separate levels are no longer utilized. All crewmembers will follow the frequency listed for their crew position in **Table 4.1**. See notes for when exceptions apply.

4.3.4. Change of FTL. Once the semi-annual period begins, do not move a crewmember to a level requiring fewer events. **Exception:** Units associating FTLs with crew positions may change FTLs after upgrade i.e. instructor upgrade. BAQ crewmembers may be placed into a different FTL any time after attaining MR status. Prorate events upon changing training levels.

**4.4. Training Events/Tables.** Standardized ARMS training event identifiers and descriptions can be found in **Chapter 7**. Unit defined events will be designated “X” events (i.e. X020) and listed in local supplement. Proration of training information can be found in **Table 4.6** and paragraph **4.8** of this AFI.

4.4. **(TRAVIS) 60 AMW Only:** Local “X” events will be listed and defined within the “X” event letter signed by the OG/CC and maintained by 60 OSS/OST SharePoint website.

4.4.1. Crediting Event Accomplishment. Credit events accomplished on training, operational missions and satisfactory evaluations toward currency requirements and establish a subsequent due date. Use date of evaluation as the date of accomplishment for all flying training currency events that were trained during the formal course. **Note:** Events that are accomplished during upgrade training, for which an upgrade student is currently qualified, may be credited towards the requirements for the current crew position.

4.4.2. Do not log continuation training events graded Q-3 (according to AFI 11-2KC-10 Volume 2) on a flight evaluation, until re-qualified.

4.4.3. Make-up training (ground or flying) is creditable towards the new training period. For G220, flight engineers must accomplish systems refresher material for the missed quarter.

4.4.4. Instructors and flight examiners may credit 50 percent of their total training requirements while instructing or evaluating. **Exception:** Instructor and Flight Examiner pilots may not credit any takeoffs, landings, or receiver air-to-air refueling (rendezvous may be credited) flown by another pilot. Instructor and examiner boom operators must accomplish all their own contacts.

4.4.5. Records and Documentation. Units will use AF Form 1522, *ARMS Additional Training Accomplishment Report* prescribed by AFI 11-202, Volume 1, to record training accomplishments. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. Combat arms training (G280) will be recorded on AF Form 522, *USAF Ground Weapons Training Data* IAW AFI 36-2226, *Combat Arms Program*.

#### **4.5. Continuation Training Requirements.**

4.5.1. Ground Training Events. Completion and tracking of continuation training is the responsibility of the individual crewmember. Crewmembers shall actively work with unit schedulers and training offices to ensure their continuation training is accomplished as described in this chapter.

4.5.2. Ground Training Events. Crewmembers will comply with requirements of **Table 4.1**, **Table 4.2**, and **Table 4.3**.

4.5.2.1. Failure to accomplish events in **Table 4.1** leads to non-mission ready status. See paragraph **4.9** for regaining mission ready status.

4.5.2.2. Failure to complete mobility training requirements in **Table 4.2** does not lead to non-mission ready status but may restrict member from certain missions requiring the associated training. Staff crewmembers (i.e. MAJCOM, NAF, 618 TACC, USAF EC, etc.) may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment (ARMS office).

4.5.2.3. Ancillary Training. See paragraph **4.7**.

4.5.2.4. Crewmembers performing extended alert duty (more than 72-hours) may accomplish ground training that does not degrade required response time or mission accomplishment. Specify requirements and or restriction in MAJCOM supplement and local supplement.

4.5.2.4. (**TRAVIS**) Crewmembers will coordinate any applicable ground training through their Aircraft Commander and unit chain of command (or C2 agency if away from home station).

4.5.2.5. Flight Surgeons use requirements in **Table 4.3**.



4.5.2.6. All training events will be recorded in ARMS.

4.5.2.6.1. Training events conducted during block training or phase training may be consolidated under one ARMS entry.

4.5.2.6.2. Combined training events may have only one ARMS entry.

4.5.2.6.3. Input all one-time events and events required for Permanent Change-of-Station (PCS) in the ARMS database. Do not maintain these events on the crewmembers' currency reports.

**Table 4.1. Aircrew Ground Continuation Training Requirements (Failure to accomplish = NMR).**

Code	Event	Position	Freq	Reference Directive	Notes
	Flight physical	All	A	<i>AFI 48-123</i>	1,12,14
	Physiological training	All	60M	<i>AFI 11-403</i>	1,6,12,14
G033	Unit Alert Procedures	All	Q	<i>AMCI 10-450(S)</i>	2,7,
G060	Aircrew Tactics Continuation Training	All	SA		2,7,11,13,14
G070	Aircrew Intelligence Training	All	A	<i>AMCI 10-450(S)</i>	2,7, 14
G080	Communication Procedures	P	365D	<i>AFI 33-201V2</i>	2,7, 14,16
G090	Anti-Hijacking	All	T	<i>AFI 13-207</i>	2,14
G130	Instrument Refresher Course	P	12M	<i>AFMAN 11-210</i>	10,14
G150	Approach Plate Familiarization Training	FE, BO	B		2
G182	Hazardous Cargo	P	T	<i>AFIMAN 24-204(I)</i>	2
		BO	24M	<i>AFJI 11-204</i>	
G190	Aircraft Servicing	All	T		2,7
G220	Aircraft Systems Refresher	FE, BO	Q		2,5,9
LL03	Emergency Egress Training, Non-Ejection	All	T	<i>AFPD 11-3</i> <i>AFI 11-301v1</i>	1,14
LL06	Aircrew Flight Equipment Training	All	T	<i>AFI 11-301v1</i>	2,4,14
SS02	Combat SERE Training (CST)	All	36M	<i>AFI 16-1301</i>	2,7,14
SS05	Water Survival Training (WST)	All	36M	<i>AFI 16-1301</i>	2,14

*A-Annual, B-Biennial, D-Days, M-Months; Q-Quarterly, SA-Semi-Annual, T-Triennial;*  
See **Terms** for frequency definitions

**NOTES:**

1. Mandatory grounding item on expiration date; individual will not fly until required training is

- accomplished. Flight Physical expires on the last day of the birth month.
2. The OG/CC or equivalent is the waiver authority for this event. See paragraph **4.9.3**.
  3. G230 and G240 are not required if Phase IA of qualification or instructor upgrade training was accomplished during that year.
  4. LL06 will be accomplished in conjunction with SS02, LL03, or SS05. See **Chapter 7**.
  5. Accomplished during G292 for boom operators.
  6. Physiological Training expires 5 years after the last day of the month in which previously accomplished.
  7. Not Required for BMC/BAQ Crewmembers unless specified in this AFI.
  8. The WG/CC or equivalent is the waiver authority for this event. See paragraph **4.9.3**.
  9. Frequency is semi-annual for MAJCOM, NAF, and AFMC Boom Operators.
  10. Pilots on active flying status must complete the IRC every fourth quarter after completion IAW AFMAN 11-210, *Instrument Refresher Program (IRP)* and AFI 11-202 Volume 1.
  11. OG/CCs may specify an alternate frequency for Tactics training, but not less than “Annual.”
  12. Flight Physical, Physiological Training, and Flight Records Review are all tracked on the top of each crewmembers’ Individual Training Summary (ITS). Therefore, there is no longer a need to assign and track these training events in the training module of ARMS.
  13. Tactics certified crewmembers only. Crewmembers assigned to MAJCOM Headquarters, NAF, 618 TACC, and USAF Expeditionary Center are not required to accomplish.
  14. AFI 11-2(MDS) Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, Paragraph **6**, refer to AF/A3O-AT reference publications for current ancillary training frequencies.
  15. Required for all pilots or as directed by MAJCOM.

**Table 4.2. Aircrew Specific Mobility Training Requirements (Failure to Accomplish = Restrictions May Apply; events may restrict crewmembers’ ability to participate in missions requiring the event).**

Code	Event	Freq	Reference Directive	Notes
C040	Mobility Folder Review	AR	<i>AFMAN 10-401</i> <i>AFI 36-507</i>	1,2,6
E030	Passport (Primary)	60M	<i>Foreign Clearance Manual</i>	1,3
E035	Secondary Passport	AR	<i>Foreign Clearance Manual</i>	1,3
G120	ISOPREP Review	AR	<i>JP 3-50</i>	1,4,9
G280	Combat Arms Training	24M	<i>AFI 36-2226</i> <i>AFI 31-207</i>	1,5
LL04	Aircrew Chemical Defense Training (ACDT)	B	<i>AFI 11-301v1</i>	1,6

SS03	Conduct After Capture (CAC)	36M	AFI 16-1301	1,6
SS07	Contingency SERE Indoctrination (CSI)	AR	AFI 16-1301, COCOM Directive	1,7
VT05	Threat Recognition Refresher	A		1,6,8
<i>A-Annual, AR-As Required, B-Biennial, M-Months. See <b>Terms</b> for frequency definitions</i>				
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. AFI 11-2KC-10 Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, Paragraph 6, refer to HQ USAF/A3O-AT reference publications for current ancillary training frequencies. See event description in <b>Chapter 7</b> for additional information.</li> <li>2. See Unit Deployment Manager (UDM) for Mobility Folder Review frequency and additional USAF Ancillary and Mobility requirements.</li> <li>3. Due date should be 3 months prior to passport expiration to prevent passport from expiring.</li> <li>4. Review of ISOPREP card within 90 days prior to AEF/Contingency deployment is mandatory.</li> <li>5. IAW AFI 36-2226, "MAJCOMs may link Group B aircrew firearms training to an aircrew ground training cycle program." Active Duty aircrew will follow requirement of <b>Table 4.2</b> of this AFI. AFRC requirements are defined in AFI 36-2226.</li> <li>6. The OG/CC or equivalent is the waiver authority for this event. See paragraph <b>4.9.3</b>.</li> <li>7. Units may use suffix "E" for Enduring Freedom AOR, "I" for Iraqi Freedom and "H" for Horn of Africa.</li> <li>8. Tactics certified crewmembers only. Crewmembers assigned to MAJCOM Headquarters, NAF, 618 TACC, and USAF Expeditionary Center are not required to accomplish.</li> <li>9. Peacetime–180 days.</li> </ol>				

**Table 4.3. Flight Surgeon Ground Continuation Training and Mobility Requirements. (Failure to Accomplish = Restrictions May Apply; events may restrict crewmembers' ability to participate in missions requiring the event).**

Code	Event	Freq	Reference Directive	Notes
	Flight Physical	A	AFI 48-123	1,5,6
	Physiological Training	60M	AFI 11-403	1,5,6
C040	Mobility Folder Review	AR	AFMAN 10-401 AFI 36-507	2,6
E030	Passport (Primary)	60M	Foreign Clearance Manual	2,6
E035	Secondary Passport	AR	Foreign Clearance Manual	2,6
G090	Anti-Hijack Training	OT	AFI 13-207	3,6
G120	ISOPREP Review	180D	JP 3-50	2, 6

G231	CRM	OT		3,6
LL01	Aircrew Flight Equipment Familiarization	OT	<i>AFI 11-301v1</i>	4
LL03	Emergency Egress Training, Non-Ejection Seat	B	<i>AFI 11-301v1</i>	1,6
LL04	Aircrew Chemical Defense Training (ACDT)	B	<i>AFI 11-301v1</i>	2,3,6
LL05	Egress Training with ACDE	OT	<i>AFI 11-301v1</i>	2,6
SS02	Combat SERE Training (CST)	36M	<i>AFI 16-1301</i>	2,3,6
SS03	Conduct After Capture (CAC)	36M	<i>AFI 16-1301</i>	2,3,6
SS05	Water Survival Training (WST)	36M	<i>AFI 16-1301</i>	3,6
SS07	Contingency SERE Indoctrination (CSI)	AR	<i>AFI 16-1301, COCOM Directive</i>	2,6

*A-Annual, AR-As Required, B-Biennial, D-Days, M-Months, OT-One Time; See **Terms** for frequency definitions*

**NOTES:**

1. Mandatory grounding item.
2. Flight Surgeons without a mobility requirement (not on mobility status) do not need to accomplish this training.
3. The OG/CC or equivalent is the waiver authority for this event. See paragraph **4.9.3**.
4. Accomplish upon arrival after each permanent change of station.
5. Flight Physical, Physiological Training, and Flight Records Review are all tracked on the top of each crewmembers' Individual Training Summary (ITS). Therefore there is no longer a need to assign and track these training events in the training module of ARMS.
6. AFI 11-2KC-10 Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, Paragraph **6**, refer to HQ USAF/A3O-AT reference publications for current ancillary training frequencies. See event description in **Chapter 7** for additional information.

4.5.3. Flying Continuation Training Requirements. **Table 4.4** and **Table 4.5** list standardized flying continuation training requirements. See **Chapter 7** for event descriptions.

4.5.3.1. ATD Credit for Training Requirements. Crewmembers may credit flight training events IAW **Table 4.4** and **Table 4.5** For ARMS tracking, simulator events will be coded with an "S" prefix.

4.5.3.2. As a minimum, Senior Officers and all other crewmembers maintaining BMC or Basic Aircraft Qualification (BAQ) status in the KC-10 will maintain FTL E requirements. Senior Officers on MR status will comply with **Table 4.4**. These crewmembers must always fly with an instructor of like specialty. This requirement also applies to additional aircraft an individual may be qualified in (see multiple qualification). See AFI 11-202, Volume 1 and AFI 11-401 (including MAJCOM supplements) for additional information and restrictions on supervisory and indoctrination and operational fliers.

4.5.3.3. Continuation Training Flying. Each MAJCOM provides flying hours to each wing as training, test, and ferry hours or operations and maintenance (O&M) hours. The hours, based on FTL C, are designed to provide all crew positions with sufficient hours to accomplish all continuation flying training requirements.

**Table 4.4. KC-10 Pilot Semi Annual Continuation Training Flying Requirements.**

Code	Event	Aircraft Commander (FPL+)					Pilot (FPQ/FPR)					Creditable in WST			Notes
		A	B	C	E	C U R	A	B	C	E	C U R	%	Maintain	Regain	
F020	Formation	2	2	3		Q	2	2	3		Q				
F030	Large Formation	A	A	A			A	A	A						
F060	AAR Formation	1	1	2			1	1	2			100%	Y	Y	15
G240	CRM WST	A	A	A			A	A	A			100%	Y	Y	11
G250	Refresher WST	Q	Q	Q		Q	Q	Q	Q		Q	100%	Y	Y	18
M010	Proficiency Sortie	2	2	2			2	2	2			100%	Y	Y	14,15
M020	Unit-Specific Sortie	4	4	4			4	4	4						
M030	Overseas Sortie	1	1	2			1	1	2						3,8
M050	Tactical Sortie	A	A	A			A	A	A			100%	Y	Y	6,15
N010	Tanker RV	4	5	6		Q	4	5	6		Q	100%	Y	Y	
N020	Tanker/Receiver RV Golf (En-route)	1	1	2			1	1	2			100%	Y	Y	
N030	Tanker RV Delta (Point Parallel)	1	1	2			1	1	2			100%	Y	Y	
N040	Tanker RV Alpha (Anchor)	1	1	1			1	1	1			100%	Y	Y	
P004	MPD Taxi						2	4	4						16
P005	Taxi Exercise	1	2	2			2	2	2						16
P010	Takeoff, Initial	2	4	6	2	Q	2	4	6		Q	100%	Y	Y	15
P020	Takeoff	8	10	12	6	M	8	10	12		M	100%	Y	Y	5,15
P028	Right Seat Takeoff											100%	Y	Y	7,15,17
P029	Left Seat Takeoff											100%	Y	Y	7,15,17
P061	VFR Overhead	A	A	A			A	A	A			100%	Y	Y	15
P062	Tactical Departure	A	A	A			A	A	A			100%	Y	Y	6,9,15
P063	Tactical Arrival	1	1	1			1	1	1			100%	Y	Y	6,10,15,
P064	Slide	1	1	1			1	1	1			100%	Y	Y	6
P065	Single-Ship Scram	1	1	1			1	1	1			100%	Y	Y	6,15
P066	Steep Turn	1	1	1			1	1	1			100%	Y	Y	15
P067	Contingency Rejoin	A	A	A			A	A	A			100%	Y	Y	6,15
P068	Combat Descent	A	A	A			A	A	A			100%	Y	Y	6,9,15
P069	Defending Climb	A	A	A			A	A	A			100%	Y	Y	6,9,15
P070	Instrument Appr	6	8	12	6	M	6	8	12		M	100%	Y	Y	5,15

P080	Inst Appr-Auto	2	2	2			2	2	2			100%	Y	Y	15
P090	Inst Appr-Manual	2	2	2			2	2	2			100%	Y	Y	15
P100	Precision Approach	3	3	3	2		3	4	6			100%	Y	Y	15
P110	Non-precision Approach	3	3	3	1		3	3	3			100%	Y	Y	15

		Aircraft Commander (FPL+)					Pilot (FPQ/FPR)					Creditable in WST			
Code	Event	A	B	C	E	CUR	A	B	C	E	CUR	%	Maintain	Regain	Notes
P116	NDB Approach	1	1	1			1	1	1			100%	Y	Y	15
P117	GPS Approach	1	1	2			1	1	2			100%	Y	Y	15
P130	Circling Approach	1	2	2			1	2	2			100%	Y	Y	15
P140	Vis Traffic Pattern	2	2	2			2	2	2			100%	Y	Y	15
P150	Missed Approach—Auto	1	1	2			1	1	2			100%	Y	Y	15
P160	Missed Approach—Manual	1	1	2			1	1	2			100%	Y	Y	15
P190	Landing	8	10	12	6	M	8	10	12		M	100%	Y	Y	5,15
P192	Landing, Night	2	2	2	2	Q	2	2	2		Q	100%	Y	Y	15
P198	Right Seat Landing											100%			7,15
P199	Left Seat Landing											100%			7,15
P200	Touch-and-Go					M						100%	Y	Y	4,15
P260	HAVE QUICK Radio Procedures	A	1	1			A	1	1						
P270	Secure Radio Operation	A	1	1			A	1	1						
P280	ACDTQT	T	B	A			T	B	A			100%	Y	Y	
R010	Receiver AAR	4	5	6		M						100%	Y	N	2,5,13,15
R013	Rcvr AAR, Aircraft	2	2	3		Q									2,12
R016	Rt Seat Rcvr AAR														15,17
R017	Left Seat Rcvr AAR														15,17
R020	Rcvr AAR, Night	1	2	3								100%	Y	Y	2,15
R030	Rcvr AAR, Heavyweight	A	A	1								100%	Y	N	2,15
R040	Rcvr AAR, Breakaway	1	1	1			1	1	1			100%	Y	Y	2,15
R050	Rcvr AAR, Tanker AP off	1	2	2											2
R055	Rcvr AAR, Anchor AARA	1	1	2		SA						50%	Y	N	1,2,15
R060	Tanker AAR	4	5	6		Q	4	5	6		Q	100%	Y	Y	15
R070	Tanker AAR, Breakaway	2	2	2			2	2	2			100%	Y	Y	15
R080	Tanker AAR, AP Off	1	1	1			1	1	1						
R090	Tanker AAR, Slow Speed	1	1	1			1	1	1			100%	Y	Y	15

*A-Annual, B-Biennial, M-Monthly, N-No, Q-Quarterly, SA-Semi-Annual, T-Triennial, Y-Yes;*

*See Terms for frequency definitions*

**NOTES:** The OG/CC or equivalent is the waiver authority for events in **Table 4.4**. See paragraphs **1.5.2** and **4.9.3**. Currencies do not apply to FTL E crewmembers. **Exception:** See paragraph **4.5.2.2** before carrying passengers.

1. FTL A and B individuals can credit 100% in the WST.
2. Crewmembers who qualified through a senior staff course are not permitted to accomplish receiver AAR with passengers onboard the aircraft.
3. Two overseas sorties may be credited if total mission time exceeds 30 flight hours (AFRC crewmembers may log two overseas sorties if total mission time is less than 30 flight hours).
4. Applies to touch-and-go certified aircraft commanders only. Does not apply to Instructor or Evaluator Pilots. Loss of currency does not result in loss of mission ready status.
5. Loss of currency exceeding six months in the following events requires requalification training according to paragraph **2.9**. Controlling events—Pilots: P020, P070, P190 and R010.
6. Tactics certified pilots only. Pilots assigned to MAJCOM Headquarters, NAF, 618 TACC, and USAF Expeditionary Center are not required to accomplish.
7. No minimum number required or established; applies to all pilots. May be logged in the aircraft or WST. Dual log P028/P029 with P010/P020 and P198/P199 with P190/P192. Goal is to track pilots' accomplishment of events in both seats.
8. Not required for BMC crewmembers.
9. WST only.
10. Hi Speed/Low Altitude Arrival option is WST only.
11. CRM training conducted by the ATS contractor as part of yearly refresher missions. G240 requires prerequisite academics (G230). Pilots dual log G240 with G250.
12. Dual log R010 when accomplish R013.
13. Sixty (60) day currency for FTL A/B Aircraft Commanders (MP) and above.
14. If accomplishing an M010 in the WST, pilots should focus on instrument proficiency with all engines/systems operating. This event is not intended to be logged while handling multiple aircraft malfunctions.
15. WST requires full operational motion and visual systems in order to credit the event.
16. MPD Pilots will dual log a P004 when performing P005.
17. No minimum number required or established; applies to all pilots. Can be logged in the aircraft or WST. Aircraft Commanders and above dual log R016/R017 with R010/R020 as appropriate. Goal is to track pilots' accomplishment of events in both seats.
18. MPD Pilots should accomplish at least half of their G250 WST periods in the left seat (acting as the aircraft commander) to provide seasoning for aircraft commander certification. The contractor training report should be filed in their training folder. G250 is not required if Phase IA of qualification or upgrade training was accomplished during that quarter.

**Table 4.5. Boom Operator / Flight Engineer Continuation Training Flying Requirements.**

		Boom Operator					Flight Engineer					Creditable in ATD			
Code	Event	A	B	C	E	CUR	A	B	C	E	CUR	%	Maintain	Regain	Notes
G240	CRM WST	A	A	A		A	A	A	A		A	100%	Y	Y	10
G250	Refresher WST						4	4	4		Q	100%	Y	Y	8
G292	Refresher BOT	Q	Q	Q		Q						100%	Y	Y	10
M010	Proficiency Sortie	2	2	2			3	4	6		60D				3
M035	Off Station Sortie						1	1	2		180D				8
M050	Basic Tactical Sortie	A	A	A			A	A	A			100% WST	Y	Y	4,5,6,
P280	ACDTQT	T	B	A			T	B	A			FE-100% FTD/ WST BO-100% FTD/ WST/ BOT	Y	Y	
P300	Cargo Loading					120D									1,3,9
P332	Boom Operator APU Start Procd					SA						100% FTD/WST	Y	Y	
R010	Receiver AAR						2	2	4			100% FTD/WST	Y	Y	
R030	Rcvr AAR, Heavyweight						1	1	2		SA	100% FTD/ WST	Y	Y	7
R060	Tanker AAR						2	2	4			100% FTD/WST	Y	Y	
R120	Contacts	25	33	44		60D						50% BOT 5 per BOT	N	N	2,3
R130	Night Contacts	4	5	6											
R140	Tanker Manual Contacts	2	3	4								2 per BOT	Y	Y	
R150	Fighter Contacts	2	2	2		180D									
R170	Tanker Heavywt Offload						1	1	2		SA	100% FTD/WST	Y	Y	7

*A-Annual, B-Biennial, D-Days, N-No, Q-Quarterly, SA-Semi-Annual T-Triennial, Y-Yes, See Terms for frequency definitions*



**Notes:** The OG/CC or equivalent is the waiver authority for events in **Table 4.5**. See paragraphs **1.5.2** and **4.9.3**.

1. P300 currency for all FTL A/B personnel is 180 days.
2. R120 Currency is Quarterly for MAJCOM, NAF, USAF Expeditionary Center, AFMC Test Boom Operators, and Det 1 AMCAOS Personnel.
3. Loss of currency exceeding six months in the following events requires requalification training according to paragraph **2.9**. Controlling events–Flight Engineers: M010; Boom–Operators: R120 and P300.
4. Tactics certified crewmembers only. Crewmembers assigned to MAJCOM Headquarters, NAF, 618 TACC, and USAF Expeditionary Center are not required to accomplish.
5. Not required for BMC/BAQ aircrew unless specified in MAJCOM supplement.
6. Instructors/evaluators may receive credit when observing, instructing, or performing evaluator duties.
7. The FTD/WST is the primary method for accomplishing FE training requirement for R030 and R170.
8. See **Chapter 7** for minimum requirements to be completed for logging the event.
9. Home static load may be logged by two cargo-qualified BOs; consecutive logging of static loading for P300 credit is not authorized.
10. Frequency is semi-annual for MAJCOM, NAF, and AFMC Boom Operators.

**4.6. Flight Surgeon Continuation Flying Requirements.** Flight Surgeons will comply with the requirements of this volume and AFI 11-202, Volume 1. Flight surgeons require one sortie in any qualified MDS every 60 days. See AFI 11-202, Volume 1 table for flying continuation training requirements. See **Table 4.3** for flight surgeon ground continuation training requirements.

4.6.1. Flight Surgeon loss of flying currency. Units will notify the MAJCOM Command Surgeon of non-current Flight Surgeons (AMC units send notification to HQ AMC/SGP).

4.6.1.1. Flight Surgeons that exceed 60 days between sorties (but less than 180 days) require completion of emergency egress training (non-ejection) with a certified aircrew instructor prior to the next flight.

4.6.1.2. Flight Surgeons that exceed 180 days between sorties require completion of emergency egress training (non-ejection) with a certified aircrew instructor prior to the next flight, completion of the online Flight Surgeon Qualification Exam (<https://afiadl.mont.disa.mil>), and compliance with local qualification guidance.

**4.7. Ancillary Training.** Guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFI 11-2KC-10 Volume 1 is not the governing directive for completion of ancillary training events. In accordance with AFI 11-202 Volume 1, the source AFI provides training frequency for these events unless an

approved waiver has been authorized. See Unit Deployment Manger representative to ensure compliance with additional non-aircrew specific training requirements.

**4.8. Proration of Training.** AFI 11-202, Volume 1 describes proration of training requirements for crewmembers not available for flying duties. Prorate crewmembers when first attaining MR status (see Para 3.4.1 for more information). In addition, prorate training for non-availability due to contingency alerts and contingency flying TDYs when the contingency precludes training for certain mission events. This authority must be used judiciously, especially when prorating the same crewmember for consecutive semi-annual training periods.

4.8.1. Use this formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number (e.g. 5.6 rounds to 5), but not less than 1 unless the individual was available for less than 15 days during the SA period.

4.8.1.1. Use **Table 4.6** to determine the number of months available. Prorate only if absence is at least 15 cumulative days. For contingency alerts and contingency flying TDYs non-consecutive periods of non-availability can be combined for proration purposes.

4.8.1.2. When an individual permanently changes station (PCS) during the training cycle to a unit flying the same model aircraft and enters the same FTL or lower, credit training accomplished at the previous base. Prorate training requirements based on the time available (e.g., time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7-days after sign-in for CONUS and 14-days after sign-in for OCONUS or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated total to determine remaining requirements.

4.8.2. Units may also prorate requirements for individuals changing training levels. If requirements are prorated do not credit events accomplished while in the former FTL.

**Table 4.6. Individual Availability.**

<b>Days Available</b>	<b>Months Available</b>
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
> 166	6

**4.9. Failure to Complete Training Requirements.** Declare individuals NMR if they fail to maintain flying currency, fail to complete semi-annual flying continuation training requirements or ground continuation training requirements. The following guidance applies:

4.9. (TRAVIS) Failure to Complete Training Requirements. Squadrons will notify 60 OSS/OST or 349 OSF/OST (via e-mail attachment or hardcopy) at least semiannually annotating any semi-annual events which were not accomplished during the training period. This notification will serve to maintain continuity of NMR crewmembers when the ARMS tables roll to the new training period and prevent consecutive waivers. 60 OG use 60 OSS/OST format and squadron letterhead. Specify the number and type of events that were not completed and also specify if the squadron intends to pursue a waiver for the items or require training to regain mission-ready (MR) status. The squadron will maintain the master copy of each letter and annotate in pen the date each event is completed and the date the individual is returned to MR status. OST will provide a central share point location for scanned copies of these letters to facilitate cross flow of information and MR status between flying squadrons.

4.9.1. Flight Training Currency. Flight currency is associated with those events denoted in the flying continuation training tables by a specific period of time (monthly, quarterly, semi-annual, or annually) within which an event must be accomplished. A currency event must be accomplished at least once within that specified time in order to maintain the currency.

4.9.1. (TRAVIS) Aircrew members filling deployment requirements should remain current throughout the duration of their deployment. See **Paragraph 1.5.8.** (TRAVIS) For waivers while deployed.

4.9.1.1. Loss of Currency. Place individuals in one or more currency events in supervised training status for that event and declare them NMR in those unit missions requiring that event. Crewmembers are “non-current” the day after event currency expires (i.e. a crewmember, who accomplished a monthly currency event on 5 September, becomes non-current on 1 November).

4.9.1.1.1. For all non-current events, place individuals in supervised training status for that event and declare them NMR in unit missions requiring the event. The crewmember cannot deploy and may not fly unsupervised OCONUS until currency is regained. Loss of currency prohibits an individual from accomplishing unsupervised in-flight duties in the non-current event(s). EXAMPLE: If the individual is non-current for tanker air refueling, the individual may fly unsupervised on CONUS sorties which are not scheduled for and do not accomplish tanker air refueling.

4.9.1.1.2. A Pilot non-current in Takeoff (P010 or P020), Landings (P190), or Approaches (P070), will not fly unsupervised on any sortie.

4.9.1.2. Regaining Currency.

4.9.1.2.1. Loss of Currency up to 6-Months. Crewmembers maintain their current training level and no training folder is required. Crewmember must demonstrate proficiency in the aircraft or WST (as appropriate) in all delinquent items while under supervision of an instructor.

4.9.1.2.2. Loss of Currency exceeding 6-Months. Crewmember is declared Unqualified for a loss of currency of events in **Table 4.4** and **Table 4.5**. The crewmember will complete Sq/ CC directed requalification training (and evaluation, if required) according to AFI 11-2KC-10 Volume 2.

#### 4.9.2. Failure to Complete Semi-annual Flying Training Events.

4.9.2.1. The Sq/CC will review ARMS products at the end of each semi-annual training period. For individuals who fail to accomplish training requirements, the Sq/CC will either declare them NMR or request an OG/CC Waiver for the requirement (paragraph **1.5.8**). If OG/CC waiver is not sought, SQ/CC will direct re-training required to regain MR status.

4.9.2.1.1. Place individuals who are NMR for failure to complete semi-annual flying training events in supervised status for that event (crewmember flies with an instructor of like specialty) until SQ/CC directed re-training is accomplished. The crewmember cannot deploy or fly unsupervised until currency is regained.

4.9.2.2. Waivers for Flight Training Events. The Sq/CC will send waiver requests for Failure-to-complete and Loss-of-Currency to the OG/CC for endorsement.

#### 4.9.3. Ground Training Events.

4.9.3.1. Failure to Complete. Individuals who fail to complete ground training requirements are declared NMR. The crewmember cannot deploy or fly unsupervised until currency is regained (**Exception:** Noncurrent crewmembers may fly unsupervised on local, routine, and CONUS missions according to **Table 4.1** on sorties not requiring the ground training event.).

4.9.3.1.1. An individual NMR for failure to complete Hazardous Cargo Training (G182) may fly unsupervised on local training missions only with Sq/CC approval until training is completed.

4.9.3.2. Waivers for Ground Training Events. The OG/CC or equivalent may waive ground continuation training events identified in **Table 4.1**, **Table 4.2** and **Table 4.3**. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level (i.e. waivers will not be based on a crewmember's availability). OG/CC will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity. This waiver is for unforeseen circumstances only and only for events that will not degrade mission accomplishment.

4.9.4. Make-up training (ground or flying) is creditable towards the new training period.

**4.10. Requirements Before PCS Or TDY By Members On Active Flying Status.** See AFI 11-202, Volume 1.

**4.11. Requirements Before Removal From Active Flying.** See AFI 11-202, Volume 1.

**4.12. Requirements While In Inactive Flying Status.** See AFI 11-202, Volume 1.

**4.13. Retraining.** AFI 11-202, Volume 1 specifies retraining restrictions before separation, retirement, or mandatory inactive flying status.

**4.14. Aircrew Flying in Non-US Air Force Aircraft and with Non-US Air Force Units.** See AFI 11-202, Volume 1.

**4.15. Training Period.** Continuation training program is based on static 6-month period, for example: 1 January - 30 June or 1 July - 31 December.

## Chapter 5

### UPGRADE TRAINING

**5.1. Description.** This chapter identifies general prerequisites and training requirements for upgrade. HQ AMC/A3TK is developing course syllabi for the Phase IB FTU courses containing applicable ground and flying requirements. If available, the syllabus will take precedence over guidance published in this volume. AETC maintains a list of formal school courses at the Education and Training Course Announcement (ETCA) website. The site address is: <https://etca.randolph.af.mil/>.

5.1.1. OG/CC is designated waiver authority for minimum prerequisites for entry into upgrade programs.

**Table 5.1. Pilot Upgrade Prerequisites.**

From	To	Prerequisites	Tasks and Events Required Before Certification
PIQ Graduate	MP	1000 Total flying hours	Pilot Check Out Course (PCO) or In-Unit upgrade and AC Qualification Evaluation; Mission Certification Training
ACIQ Graduate	MP	1000 Total flying hours; 100 PAA flying hours	Mission Certification Training
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. The flying time prerequisites for upgrade are based on the pilot having gained the knowledge and judgment required to effectively accomplish the unit's missions. Squadron commanders must ensure their continuation training programs emphasize these areas.</li> <li>2. GRACC, if required (see paragraph 5.3.2).</li> <li>3. Prior ACs/FAIPs will have a minimum of 100 KC-10 PAA hours (does not include other time or Phase I time) prior to certification as aircraft commander.</li> </ol>			

5.1.2. **(Added-TRAVIS)** Identification for Upgrade. Squadrons should ensure that individuals identified for upgrade training have the ability, experience, and prerequisites for the next level of qualification. If class candidates do not meet flying hour minimums the flying squadron will initiate an electronic web waiver request through OST and OG/CC. Squadrons should use the Squadron TRB as the venue to identify aircrew members for upgrade. Training managers should provide recommendations for upgrade, as well as support for those recommendations, to the Sq/CC or DO at the TRB. All those identified for upgrade will be entered for record in the TRB minutes. Although no formal training timeline will start, the TRB minutes will become the first event tracked in the upgrade process.

5.1.2.1. **(Added-TRAVIS)** OSTT will supervise the formal training class schedule. All class types and dates will be provided to the flying squadrons two weeks after the initial Programmed Flying Training (PFT) is received from AMC. Squadrons should provide all class attendee names to OSTT a minimum of 60 days prior to class start date. OG/CC waivers, if required, will

be requested and approved prior to submitting class attendee names or requesting classes in order to prevent cancellation.

**5.2. Mobility Pilot Development (MPD).** Mobility Pilot Development is the development program for graduates of Specialized Undergraduate Pilot Training (SUPT) leading to aircraft commander certification. The MPD program is broken into three phases: initial training in the Pilot Initial Qualification (PIQ) formal training course, continuation training (to include FTDs and WSTs) and the Pilot Check Out (PCO) course. All MPD pilots will be dual-seat qualified and maintain qualification requirements according to AFI 11-2KC-10, Volume 2. MPD pilots are not Aircraft Commanders but should be considered in continuous aircraft commander training upon graduation from the FTU until their AC certification. See minimum flying hour requirements in **Table 5.1**

**5.2. (TRAVIS) Mobility Pilot Development (MPD). 60 AMW Only:** Prior to starting the PCO program, candidates should complete all applicable special qualifications and certifications outlined in the basic instruction and this supplement. If all applicable special qualifications and certifications have not been accomplished prior to the beginning of upgrade it will be left to the discretion of the squadron commander if the individual will commence the program or delay to complete the remaining training. Any special qualification or certification incomplete prior to starting PCO should be completed during phase II prior to AC certification.

5.2.1. Following PIQ, upgrade training to Aircraft Commander should take, but is not limited to, approximately two years. The success of the program depends on MPD pilots being mentored and provided with opportunities to accomplish duties in both the left and right seats in preparation for PCO. The training timeline to upgrade to aircraft commander is based on performance, and at the discretion of the Sq/CC, should be tailored to match an individual's capabilities and experience level.

5.2.1.1. Refer to **Attachment 3** for formal training events and requirements. Once a formal training syllabus is published, the formal syllabus will take precedence over guidance published in this volume.

5.2.1.2. MPD Documentation. Document all MPD pilot training IAW **Attachment 2** and paragraph **5.2.1.3.1**, beginning with PIQ until completion of MCT.

5.2.1.2.1. An MPD pilot training folder will be opened upon the MPD pilot's arrival at the unit and will remain open until the MPD pilot has completed Phase II. A second training folder will be opened upon SQ/CC selection for upgrade until certified as an aircraft commander (electronic versions are authorized and encouraged). Training programs may be combined in a single training folder at the unit's discretion.

5.2.1.2.1. (TRAVIS) Phase IB training folders will be opened and maintained by the FTU until the MPD student graduates and formally in-processes into the gaining squadron. At that time the gaining squadron will review the Phase IB folder in accordance with **Paragraph A2.1.2** of AFI 11-2KC-10 V1 and then close the folder per **Paragraph A2.2.9**. Squadron training will open a new folder to document Phase II/III training.

5.2.1.2.2. While not required for every sortie, AF Forms 4023 should be completed regularly to document training progress. Unit instructor pilots will include strengths, weaknesses, and

recommendations for improvement and upgrade in the comments. Instructor Pilots are responsible for providing training documentation and recommendations after all periods of instruction. Aircraft Commanders are responsible for providing documentation and recommendations after off-station operational missions.

#### 5.2.2. Continuation Training for MPD:

5.2.2.1. After completion of Phase II, MPD pilots continue to mature, and develop the airmanship required of an aircraft commander, through local sorties and operational missions and deployments. After MR and during Continuation Training, he/she may fly unrestricted with an MP or above. Good judgment and Operational Risk Management (ORM) mitigation will dictate with whom they fly and what seat they occupy. Commanders should take every opportunity to season pilots by allowing them to fly in both seats as applicable with an instructor or experienced aircraft commander. While not required for every sortie, AF Forms 4023 should be completed regularly to document training progress.

5.2.2.1. (TRAVIS) 60 AMW only: Mission Ready MPD pilots may operate the aircraft from the left seat during all phases of flight while under direct supervision of an IP or an AC that has at least 150 hours since AC certification.

5.2.2.2. WST missions will play an important role in terms of building aircraft systems and procedural knowledge to the level expected of an aircraft commander. Squadron leadership must ensure pilots get a good balance of left and right seat activity. Time spent in the left seat during quarterly refreshers will build upon the training these pilots received during initial qualification and prepare them for the responsibility ahead.

5.2.3. Receiver A/R training for MPD pilots may be accomplished anytime with an IP (as long as passengers are not on-board). MPD pilots may be entered into a certification program IAW AFI 11-2KC-10, Volume 1, paragraph 5.6.9 MPD pilots should be certified in Q583, MPD Receiver Air-to-Air Refueling, prior to entering PCO. This refueling may be accomplished in either seat.

5.2.4. GRACC Completion. See paragraph 5.3.2 for description and requirements.

5.2.5. Aircrew Designation Codes. AFI 11-401 defines pilot aviation codes. For standardization, use the codes from **Table 5.2** (3rd letter designator distinguishes the status for a MPD pilot who completed formal training with evaluation (graduate). During Phase IB training, pilots will log “UP” time.).

**Table 5.2. Mobility Pilot Designation Codes.**

If “UP”	Unqualified Pilot.
	Unqualified Non-Mission Ready (NMR). This code is used for: <ol style="list-style-type: none"> <li>1. Cross-flow pilot currently in ACIQ/PTX-1 course and has not completed qualification checkride</li> <li>2. Pilot currently in PRQ/PTX-3 course and has not completed qualification checkride</li> </ol>



	2. MPD pilot currently in Pilot Initial Qualification (PIQ)	
<b>If first two are "FP"</b>	<b>Qualified Pilot. Then 3rd character is:</b>	
	"N"	Non-Mission Ready (NMR) MPD pilots. This code is used for: <ol style="list-style-type: none"> <li>1. PIQ course graduate currently in local mission ready training</li> <li>2. Pilot currently in PCO course and has not completed qualification checkride</li> <li>3. If the FPQ pilot will be NMR for an EXTENDED period of time (greater than a month)</li> <li>4. Not used for short duration NMR status due to DNIF or short term currency deficiencies</li> </ol>
	"L"	Qualified Non-Mission Ready (NMR). This code is used for: <ol style="list-style-type: none"> <li>1. Graduate of aircraft commander course (ACIQ/PTX-1, PRQ/PTX-2, PCO, local upgrade) in local mission ready training</li> <li>2. Pilots designated "E" level for continuation training</li> <li>3. Senior Officer Course (SOC) graduate. (See Paragraph 4.3.2.5 for supervision/mission capability guidance)</li> </ol>
	"Q"	Qualified Mission Ready (MR). This code is used for: <ol style="list-style-type: none"> <li>1. Qualified Mission Ready MPD Pilot</li> <li>2. Qualified Mission Ready ACIQ Pilot (phase II complete) gaining hours prior to R &amp; C</li> </ol>
<b>If "MP"</b>	<b>Fully Certified/Qualified Aircraft Commander. Then 3rd may be:</b>	
	"N"	Non-Mission Ready (NMR) Aircraft Commander. This code is used for: <ol style="list-style-type: none"> <li>1. If the MP will be NMR for an EXTENDED period of time (greater than a month)</li> <li>2. Not used for short duration NMR status due to DNIF or short term currency deficiencies</li> </ol>
<b>If "IP"</b>	<b>Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission.</b>	
<b>If "EP"</b>	<b>Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties on the mission.</b>	

### 5.3. Aircraft Commander (AC). See minimum flying hour requirements in **Table 5.1**.

5.3.1. General. The flying time prerequisites for upgrade are based on the pilot having gained the knowledge and judgment required to effectively accomplish the unit's missions. Squadron commanders must ensure their continuation training programs emphasize these areas. Commanders should take every opportunity to season pilots by allowing them to fly in the left seat with an instructor or experienced aircraft commander.

5.3.1.1. The preferred method for completing Aircraft Commander upgrade training is by completion of the Pilot Check Out (PCO) Course conducted by the contractor followed by

flightline training conducted by the Formal Training Unit (FTU). Contractor training covers emergency procedures, tactics, and Aircraft Commander duties. FTU training completes air-to-air refueling training. Units retain the option to conduct in-unit Aircraft Commander upgrades without waiver for highly qualified and experienced pilots.

5.3.1.2. In-Unit Aircraft Commander Certification. After being identified by the Sq/CC for upgrade, in addition to GRACC requirements explained in paragraph 5.3.2, pilots must accomplish events listed in **Table 3.2** and be recommended for certification by an instructor pilot. **Note:** A minimum of two missions in the AMC en route system (OCONUS preferred) should be accomplished. Prior to certification the upgrade candidate must demonstrate aircraft commander proficiency during an Aircraft Commander Flight Evaluation, to include receiver air-to-air refueling, IAW AFI 11-2KC-10, Volume 2.

5.3.1.2. (TRAVIS) Squadrons will notify chain of command when accomplishing in-unit Aircraft Commander (PCO)-qualification. Using the waiver web process or standard memorandum format and squadron letterhead, provide a brief description of the individual's prior qualifications, the date of last qualification and a brief description of the duties performed by the individual since qualification was lost. Also provide a detailed description of the proposed number and type of training events to be accomplished as well as the required proficiency level for each event (AF Form 4024, *Aircrew Training Accomplishment Report* may be used to fulfill this requirement). Waiver web should be used to the max extent possible in submitting these requests. However, if unable to process via waiver web address a memorandum for record as described in **Table 1.3. (Added)**

5.3.1.3. Aircraft Commander Certification. Required for ACIQ, PRQ, PCO graduates, and in-unit upgrades and is governed by training timelines for Mission Certification Training in **Chapter 3** of this instruction. A crewmember will be mission ready (MR) after completion of all ground training and flying training requirements. Additionally, Aircraft Commanders must be certified by the Sq/CC or Review and Certification (R & C) Board before performing duties as Pilot in Command (PIC).

5.3.1.3. (TRAVIS) **Aircraft Commander Upgrade/Certification.** Once a pilot has met the prerequisites outlined in **Chapter 5** and **Chapter 6** of the basic instruction and this supplement and is identified for AC upgrade, the upgrade process will include: V280 and special certifications (reference **paragraph 5.2.**), Sq/CC identification, V281 and V282. The latest information on MPD and local supplements to V280 and V281, will be found on the 60 OSS/OST SharePoint Website (see **Attachment 1** of this supplement) or on file with 60 OSS/OST or 349 OSF/OST.

5.3.2. Global Ready Aircraft Commander Course (GRACC). GRACC is a three-phase process designed to familiarize pilots with all aspects of operating in the en route system. The three phases are divided as follows: Pilot to Aircraft Commander Phase I (V280), Pilot to Aircraft Commander Phase II (V281), and HQ AMC Orientation Tour (V282). See **Chapter 7** for course description.

5.3.2.1. Applicability. GRACC training is required for AMC pilots upgrading to aircraft commander and highly encouraged for AMC-gained ARC pilots. Due to limited slots, AMC-gained ARC OG/CCs will determine attendance requirements for their pilots. A one-time

course, completion is transferable between all mobility weapon systems. Waiver authority is OG/CC or equivalent.

5.3.2.1. **(TRAVIS) GRACC Applicability. 349 AMW Only:** 349 AMW KC-10 PIQ course graduates will at a minimum complete GRACC Phase I (V280) prior to their first 12 months of MR status. Completion of GRACC Phase II (V281) and Phase III (V282) will be at the discretion of the Squadron Commander.

5.3.2.2. Documentation. Completion of each phase of GRACC is documented in ARMS (V280, V281, and V282). Document the completion of the entire course via the AF Form 4324 as "GRACC" using ARMS event identifier Q280.

5.3.2.3. Training Guides. GRACC workbooks are available for download on the AMC/A3T CoP. Workbooks should be carried on all sorties to maximize training opportunities. Additional information on GRACC can be located on the ETCA website, [https://etca.randolph.af.mil/showcourse.asp?as\\_course\\_id=GRACC](https://etca.randolph.af.mil/showcourse.asp?as_course_id=GRACC).

5.3.2.4. **Phase I.** Pilot To Aircraft Commander Phase I (V280). This phase consists of completing the V280 generic MAF workbook. MPD Pilots will complete the V280 workbook NLT 180 days after becoming mission ready. The workbook will help new pilots become *familiar* with moving a mission within the Mobility Enroute System and other associated requirements. For non-AMC unit or FAIP/OSA pilots transitioning to MAF aircraft, V280 will not be accomplished; however V281 and V282 are still required.

5.3.2.5. **Phase II.** Pilot To Aircraft Commander Phase II (V281). The second phase consists of completing a second MDS-specific workbook. V281 will serve to review all the objectives in Phase I (V280) with more MDS specific topics. Pilots will complete V281 before Phase III (V282) and starting their formal aircraft commander upgrade & certification course. Aircraft Commander candidates who have transferred from non-AMC units or FAIP/OSA assignments will complete V281 and V282 before AC certification during an R & C board. MAJCOMs may substitute an alternate aircraft-specific Training Guide for the Phase II Training Guide.

5.3.2.6. **Phase III.** HQ AMC Orientation Tour Phase III (V282). The third phase visits HQ AMC and the 618 TACC. This event provides an in-depth look at selected 618 TACC and AMC operations as well as an opportunity to interact with command senior staff. Ideally, this course should be completed by aircraft commander candidates after completing Phase II, but before attending formal aircraft commander upgrade training. V282 will be completed prior to AC certification.

5.3.2.6. **(TRAVIS) GRACC Phase III (V282).** Unit Training Shops shall coordinate and schedule individuals for V282, the TACC tour, through 60 OSS/OSTT. This course should be reserved for Aircraft Commander candidates within three months of formal Aircraft Commander upgrade training.

**Table 5.3. Instructor Upgrade Prerequisites.**

<b>From</b>	<b>To</b>	<b>Prerequisites</b>	<b>Tasks and Events Required Before Certification</b>	<b>Notes</b>
AC	Instructor Pilot	200 Hours after Aircraft Commander certification and Formation Certifications complete	KC-10 PIC course and Initial Instructor Evaluation	1
FE	Instructor FE	Total FE flying hours – KC-10 PAA 1500 – 300 or 1800 – 150 with min 1 year experience as MWS IFE	FIC course and Initial Instructor Evaluation	1,2
BO	Instructor BO	Total Boom flying hours – KC-10 PAA 1500 – 300 or 1800 – 200 with prior experience as MWS IBO	BIC course and Initial Instructor Evaluation	1,3

**NOTES:**

1. Level C or better KC-10 WST time is creditable towards PAA Time.
2. Instructor Flight Engineer candidates with total flying hours logged from other than the Flight Engineer crew position (i.e. Boom Operator, Loadmaster) require 2000 Total flying hours and 750 hours as a KC-10 Flight Engineer prior to consideration for upgrade.
3. Instructor Boom Operator candidates with total flying hours logged from other than the Boom Operator crew position (i.e. Flight Engineer, Loadmaster) require 2000 Total flying hours and 750 hours as a KC-10 Boom Operator prior to consideration for upgrade.
4. Enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF Form 8 is completed for the applicable flight evaluation, the crewmember is qualified to perform duties assigned for the crewmember qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of “K” prefix (aircrew instructor) and “Q” prefix (aircrew standardization and flight examiner).

**5.4. Aircrew Instructor Program.** Instructor candidates will be selected based on experience, judgment, ability to instruct, flying skill, and technical knowledge. For specific instructor upgrade prerequisites, see **Chapter 6**.

**5.4. (TRAVIS) Aircrew Instructor Program.** Reference **Paragraph 1.10.2.** (TRAVIS) of this supplement for guidance on in-unit instructor upgrade. **60 AMW only:** Prior to starting the IP upgrade process, candidates should complete all applicable special qualifications and certifications outlined in the basic instruction and this supplement. If all applicable special qualifications and certifications have not been accomplished prior to the beginning of upgrade it will be left to the discretion of the squadron commander if the individual will commence the program or delay to complete the remaining training. Any special qualification or certification incomplete prior to starting PIC should be completed prior to certification to IP.

5.4.1. Instructor candidates, who are current and qualified in the aircraft, previously attended a formal instructor school for instructor qualification, were qualified instructors in any US Air Force aircraft, and who meet the minimum flying hour requirements may upgrade in-unit with OG/CC approval. MAJCOM waiver is not required. Sq/CC will determine training required to complete the instructor upgrade in-unit, including evaluation, according to AFI 11-2KC-10 Volume 2.

**Table 5.4. Evaluator Upgrade Prerequisites.**

From	To	Prerequisites	Tasks and Events Required Before Certification
Instructor Crewmember	Flight Examiner Crewmember	Sq/CC recommendation	In-unit Flight Examiner checkout
<p><b>NOTE:</b> Enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF Form 8 is completed for the applicable flight evaluation, the crewmember is qualified to perform duties assigned for the crewmember qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of “K” prefix (aircrew instructor) and “Q” prefix (aircrew standardization and flight examiner).</p>			

**5.5. Flight Examiner Certification.** Flight examiner prerequisites are in **Table 5.4.**

5.5.1. Sq/CC will recommend instructors for flight examiner certification. Instructors identified for certification as flight examiners must possess satisfactory knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable publications. Flight examiner candidates should:

5.5.1.1. Observe qualified examiners conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge.

5.5.1.2. Receive a briefing on command policies and interpretations of AFI 11-202, Volume 1, AFI 11-202, Volume 2, AFI 11-2KC-10, Volumes 1 and 2, and MAJCOM supplements.

**5.6. Special Qualifications and Certifications:** Certain KC-10 aircrew qualifications and certifications are one-time events trained after completion of formal qualification. Special qualifications and certifications may require an evaluation or an AF Form 4324 update. These programs are usually taught at the unit level by Air Force instructors of like specialty.

**5.6. (TRAVIS) Special Qualifications and Certifications. 60 AMW Only:** The 60 OG/CC has supplemented the training programs required by the basic instruction and has reserved the right to determine the requirements to be met prior to certifications. The following certification programs *should* be accomplished by 60 AMW crewmembers: Pilots – EMCON Options 3 and 4 (N013 & N014), ILS PRM Certification Training (Q017), Large Formation (Q580), MPD Receiver Air-to-Air Refueling (Q583) (preferably after Phase II); Aircraft Commanders – Formation Lead (Q011), Aircraft Commander-Touch-and-Go Landings (Q050), Aircraft Commander Supervision of Touch-and-Go Landings (Q051), Aircraft Commander Supervision

of Receiver Air-to-Air Refueling (Q052). **349 AMW-only:** Aircrews assigned to 349 AMW will not routinely complete the following certification programs: Aircraft Commander Touch-and-Go Landings (Q050), Aircraft Commander Right Seat Receiver Air-to-Air Refueling (Q584), Aircraft Commander Supervision of Receiver Air-to-Air Refueling (Q052), Aircraft Commander Supervision of Touch-and-Go Landings (Q051), and MPD Receiver Air-to-Air Refueling (Q583), Large Formation (Q580) (should be accomplished during Phase II if not previously certified after PIQ). These programs may be required at the discretion of the Sq/CC.

**5.6.1. EMCON Options 3 and 4 Certification Training (N013 & N014):**

5.6.1.1. Sq/CC will certify crewmembers to accomplish EMCON 3 or 4 procedures during formation, rendezvous, and AAR on both operational and training sorties. All members of the crew must be certified or in training under the supervision of a like specialty instructor. Thorough coordination with the receiver aircrew is required for units to practice EMCON 3 or 4 on non-operational training missions. Coordination should be accomplished during mission planning phase. In no case will a crew launch under EMCON 3 or 4 without prior coordination with the receiver crew. Document certification via AF Form 4324 as EMCON 3-Certified and EMCON 4--Certified. ARMS event identifiers are N013 and N014. Accomplishment during Phase IB is creditable for this certification.

5.6.1.2. Training Program. Unit Sq/CC will determine training requirements based on the crewmember's experience and the unit's mission. BO with less than 200-flying hours must receive a minimum of one flight with an instructor stressing radio silent procedures before certification. Units will include details of the EMCON Option 3 and 4 programs in local supplement.

**5.6.1.2. (TRAVIS) Training Program. EMCON 3 and 4 Certification Training (N013 and N014).**

5.6.1.2.1. **(Added-TRAVIS) PURPOSE:** Prepare all crewmembers to conduct communications and/or emissions during formation, rendezvous and AAR.

5.6.1.2.2. **(Added-TRAVIS) ELIGIBILITY:** All crew positions. Training should be completed during Phase IB training. This certification is required prior to MR certification.

5.6.1.2.3. **(Added-TRAVIS) TRAINING REQUIREMENTS:** A 30 minute briefing is required for all crew positions from an instructor of like specialty. The briefing will consist of an in-depth review of communications, emissions, and visual signal requirements in all issued Technical Orders, publications, and instructions with respect to EMCON 3 and 4 options. Refer to the appropriate training syllabus or training guide for further requirements.

5.6.1.2.4. **(Added-TRAVIS) CERTIFICATION:** See **Paragraph 5.6.13.1** N013 and N014. Documentation that EMCON 3 and 4 Certification Training was completed will be included in the Phase IB AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder*.

5.6.1.2.5. **(Added-TRAVIS) RESTRICTIONS:** Aircraft Commanders will ensure that thorough coordination with the receiver aircrew has been accomplished prior to practicing EMCON 3 or 4 on non-operational training missions.

**5.6.2. Formation Lead Certification (Q011):**

5.6.2.1. The squadron commander is responsible for developing a formation lead certification training program. Document the certification via AF Form 4324 as Q011 and will at a minimum follow the prescribed guidance in paragraph of this instruction under Q011 certification.

**5.6.2.1. (TRAVIS) Training Program. Formation Lead Certification (Q011).**

5.6.2.1.1. **(Added-TRAVIS) PURPOSE:** To accomplish Aircraft Commander Formation Lead certification.

5.6.2.1.2. **(Added-TRAVIS) ELIGIBILITY:** ACIQ's, PCO's, PRQ's (if required), and MP's – Events graded at a proficient level accomplished in Phase IB are creditable for Formation Lead Certification when specifically mentioned on the Phase IB final AF IMT 4025. Crediting Phase IB training toward completion of the certification is at the discretion of the squadron commander. This certification is not required prior to MR certification.

5.6.2.1.3. **(Added-TRAVIS) GROUND TRAINING REQUIREMENTS:** A minimum of four hours of supervised study on formation procedures in all issued Technical Orders, publications, and instructions; briefings on aspects of unit formation missions to include: mission planning, formation briefing, takeoff and departure, en-route formation procedures, en-route timing adjustments, rendezvous, air refueling, formation breakup and descent, and mixed formation operations; and successful completion of a unit-developed closed-book examination. For other requirements and event description reference **Paragraph 7.14.7** Q011 Formation Lead Certification of 11-2KC-10 V1.

5.6.2.1.4. **(Added-TRAVIS) FLIGHT TRAINING REQUIREMENTS:** Reference **Paragraph 7.14.7** Q011 Formation Lead Certification of 11-2KC-10 V1 for event requirements. If instructor manning prevents placing IP's in all aircraft, units may place an IP in one aircraft of the formation. The optimum aircraft is the last aircraft, so that the IP may monitor all aircraft of the formation.

5.6.2.1.5. **(Added-TRAVIS) CERTIFICATION:** See **Paragraph 5.6.13.1**. Documentation for Q011 of Formation Lead Certification Training completed will be included in the Phase III AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder*.

**5.6.3. ILS PRM Certification Training (Q017):**

5.6.3.1. AFI 11-202 Volume 3 requires aircrews operating aircraft equipped with TCAS to receive training for operations at airports with ILS Precision Runway Monitoring (PRM) Approaches. The Sq/CC or designated representative will certify pilots upon completion of one-time training. Document certification via AF Form 4324 as "ILS PRM-Certified". ARMS event identifier is Q017, ILS PRM. Before operations at an airport with ILS PRM approaches capabilities, pilots will complete the following training and certification.

5.6.3.2. Training Program. Review ILS PRM requirements according to the Airman's Information Manual, Part 5-4-15. Complete appropriate training including viewing of the video. The most current information can be down-loaded at web site:

[http://www.tc.faa.gov/acb300/330\\_video.asp](http://www.tc.faa.gov/acb300/330_video.asp).

5.6.3.3. View FAA video, "ILS PRM Approach Information for Air Carrier Pilots" available for down load. The large-file video is also available on the AMC/A3T website (see paragraph ).

5.6.4. **Fighter Contact Certification (Q022 & Q023)**, Day and Night Receptacle Equipped Fighter Certification, will be documented on AF Form 4025 and via AF Form 4324. Training is normally accomplished during Phase IB or II.

5.6.4.1. If Q022 or Q023 is not accomplished during Phase IB or II training at FTU, the AF Form 4025 will clearly state which certifications were not completed. These certifications may then be accomplished at the unit level by AF instructors of like specialty. Booms will not be scheduled to refuel receptacle-equipped fighter type aircraft without an instructor until both Q022 and Q023 are completed and certification is documented.

5.6.5. **Aircraft Commander Touch-and-Go Landings (Q050):**

5.6.5.1. Training Program. The squadron commander is responsible for developing a certification program allowing Aircraft Commanders the opportunity to practice this skill without IP or Sq/CC certified Aircraft Commander supervision. Document certification via AF Form 4324. ARMS event identifier is Q050, Aircraft Commander Touch-and-Go Landings. Aircraft commanders will be evaluated on touch-and-go procedures on recurring evaluations.

5.6.5.1. (TRAVIS) Training Program. **Aircraft Commander Touch-and-Go Landings (Q050).**

5.6.5.1.1. (Added-TRAVIS) PURPOSE: To certify AC's to perform unsupervised touch-and-go landings.

5.6.5.1.2. (Added-TRAVIS) ELIGIBILITY: ACIQ's, PCO's, PRQ's (if required), and MP's – Certification training should occur during Phase IB training. This certification is not required for MR certification.

5.6.5.1.3. (Added-TRAVIS) TRAINING REQUIREMENTS: The trainee will receive a minimum of one IP-supervised sortie. The trainee will perform a minimum of three touch-and-go landings, of which at least one must be accomplished in each seat (right and left). The pre-brief for this sortie will include emphasis on procedures, common mistakes, abort decisions, and restrictions.

5.6.5.1.4. (Added-TRAVIS) CERTIFICATION: See **Paragraph 5.6.13.1** Documentation for Q050. Aircraft Commander Touch-and-Go Landings Certification Training completed will be included in the Phase III AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder*.



5.6.5.1.5. (**Added-TRAVIS**) RESTRICTIONS: Unless under direct IP supervision, the minimum runway length for anyone other than an IP to fly a touch-and-go landing is 10,000 feet.

5.6.5.1.6. (**Added-TRAVIS**) Certified pilots should alternate right and left seats when maintaining proficiency/currency.

**5.6.6. Aircraft Commander Supervision of Touch-and-Go Landings (Q051):**

5.6.6.1. Training Program. Following aircraft commander upgrade training (either formal course or in-unit) additional in-unit training will be accomplished to demonstrate the aircraft commander's ability to supervise touch-and-go landings. Document the certification via AF Form 4324. ARMS event identifier is Q051, Aircraft Commander Supervision of Touch-and-Go Landings. Aircraft commanders will be evaluated on touch-and-go procedures on recurring evaluations.

**5.6.6.1. (TRAVIS) Training Program. Aircraft Commander Supervision of Touch-and-Go Landings (Q051).**

5.6.6.1.1. (**Added-TRAVIS**) PURPOSE: To certify AC's to supervise touch-and-go landings.

5.6.6.1.2. (**Added-TRAVIS**) ELIGIBILITY: ACIQ's, PCO's, PRQ's (if required), and MP's – Certification training may commence following Phase IB training. Phase IB training is not creditable for certification. This certification is not required for MR certification. Required completion of this certification prior to the beginning of instructor upgrade will be left to the discretion of the squadron commander.

5.6.6.1.3. (**Added-TRAVIS**) TRAINING REQUIREMENTS: The trainee will receive a minimum of one IP-supervised sortie. The trainee will supervise a minimum of three touch-and-go landings from either seat. The prebrief for this sortie will include emphasis on common mistakes, abort decisions, and procedures.

5.6.6.1.4. (**Added-TRAVIS**) CERTIFICATION: See **Paragraph 5.6.13.1**. Documentation of Aircraft Commander Supervision of Touch-and-Go Landings Certification Training completed will be included in the Phase III AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder*.

5.6.6.1.5. (**Added-TRAVIS**) RESTRICTIONS: Minimum runway length for an AC to supervise a touch-and-go landing with anyone other than an IP in the other pilot position is 10,000 feet.

5.6.6.2. Touch-and-go landings may be performed by current and qualified instructor pilots, Sq/CC certified pilots, as well as any other pilot under the direct supervision of an instructor or aircraft commander certified to supervise under this paragraph.

5.6.6.2. (**TRAVIS**) Unless under direct IP supervision, the minimum runway length for anyone other than an IP to fly a touch-and-go landing is 10,000 feet.

5.6.6.3. Non-current aircraft commanders must be under the direct supervision of an IP to regain currency in touch-and-go landings.

**5.6.7. Aircraft Commander Supervision of Receiver Air-to-Air Refueling (Q052):**

5.6.7.1. The squadron commander is responsible for developing a certification program which will allow aircraft commanders to supervise pilots (that are not receiver air refueling qualified) as they practice receiver air-to-air refueling. The aircraft commander and the other pilot must each be certified for the event. Document the certification via AF Form 4324. ARMS event identifier is Q052, Aircraft Commander Supervision of Receiver Air-to-Air Refueling.

**5.6.7.1. (TRAVIS) Aircraft Commander Supervision of Receiver Air-to-Air Refueling (Q052).**

5.6.7.1.1. (**Added-TRAVIS**) PURPOSE: To certify AC's to supervise a certified pilot during receiver AAR.

5.6.7.1.2. (**Added-TRAVIS**) ELIGIBILITY: ACIQ's, PCO's, PRQ's (if required), and MP's – Certification training may commence following Phase IB training. Phase IB training is not creditable for certification. This certification is not required for MR certification. Required completion of this certification prior to the beginning of instructor upgrade will be left to the discretion of the squadron commander if the individual will commence the program or delay to complete the remaining training.

5.6.7.1.3. (**Added-TRAVIS**) TRAINING REQUIREMENTS: Supervise (from either seat) a minimum of one contact by the IP. Emphasis will be placed on supervision of pilot receiver AAR. Prior to the first sortie, the IP will brief the AC on the following items: Common errors made by new receiver pilots; the need to direct a disconnect if the other pilot becomes erratic or unsafe; the MPD Receiver Air-to-Air Refueling Certification program and associated restrictions; and the need to emphasize safety first during receiver AAR.

5.6.7.1.4. (**Added-TRAVIS**) CERTIFICATION: See **Paragraph 5.6.13.1**. Documentation of Aircraft Commander Supervision of Receiver Air-to-Air Refueling Certification Training completed will be included in the Phase III AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder*.

5.6.7.1.5. (**Added-TRAVIS**) RESTRICTIONS: An AC who is certified to supervise receiver AAR must ensure both pilots are current and the other pilot is certified to accomplish receiver AAR; receiver AAR currency can only be regained with an IP. PILOT/COPILOT AR RESTRICTIONS: When supervising a pilot/copilot, ACs must reference **Paragraph 5.6.9.1.6** for all applicable restrictions. Furthermore, AC's must be certified for AC Right Seat Receiver Air Refueling (reference **Paragraph 5.6.10.1**.) in order to supervise AR from the right seat.

**5.6.8. Phoenix Banner, Silver and Copper Certification (Q544):** Sq/CCs will identify their most highly qualified crewmembers for entry into certification training. Training will focus on the unique circumstances that differentiate this mission from other mobility missions. Document

the certification via AF Form 4324. ARMS event identifier is Q544, Phoenix Banner, Silver and Copper Certification.

5.6.8.1. Wings will establish and maintain Phoenix Banner training programs. As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operations*, discussion of tasking and execution agencies for Phoenix Banner missions, and how the aircrew will interface with these agencies. Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the presidential Advance Agent, US Secret Service, and HMX-1 representative. The goal of training is to educate crewmembers on the requirements for these individuals/agencies and illustrate their ability to help accomplish the mission. Following the review, an open book examination of AFI 11-289, minimum passing score of 80 percent, corrected to 100 percent will be accomplished. All aircrew members will complete the training program and be certified prior to flying unsupervised on a PHOENIX BANNER, SILVER, or COPPER mission.

#### 5.6.9. MPD Receiver Air-to-Air Refueling (Q583):

5.6.9.1. The squadron commander is responsible for developing a receiver AR certification program to be completed by MPD pilots prior to attending PCO upgrade. As a minimum, the ability to move safely from the pre-contact position, to contact, and back again must be demonstrated to an instructor pilot prior to certification. Document the certification via AF Form 4324. ARMS event identifier is Q583, MPD Receiver Air-to-Air Refueling.

##### 5.6.9.1. (TRAVIS) MPD Receiver Air-to-Air Refueling (Q583).

5.6.9.1.1. **(Added-TRAVIS) PURPOSE:** Establish a structured approach to permit MPD pilot receiver AAR, further enhance AAR safety, and lay a solid foundation for upgrade to aircraft commander.

5.6.9.1.2. **(Added-TRAVIS) ELIGIBILITY:** PIQ graduates – Trainees may be entered into training at the discretion of the Sq/DO. It is preferred, but not required, that all trainees should complete mission ready (Phase II) training events prior to entering this program (Sq/DO discretion). All receivers AAR within this phase will be conducted under direct supervision of an IP. This certification is not required for MR certification. Required completion of this certification prior to the beginning of AC upgrade will be left to the discretion of the squadron commander if the individual will commence the program or delay to complete the remaining training.

5.6.9.1.3. **(Added-TRAVIS) TRAINING REQUIREMENTS:** Training consists of direct IP supervision on a minimum of two sorties. Receiver AR will be accomplished with both a KC-10 and a KC-135. Prior to the first contact by the trainee, the IP must accomplish a receiver AAR briefing and demonstrate the envelope limits. As a minimum, the briefing will include a discussion about boom limits, emergency separation, AAR safety, visual references and the importance of initiating a disconnect and returning to the pre-contact position if the trainee becomes erratic during any portion of the AAR. Refueling training consists of a minimum of three contacts with a KC-135, three contacts with a KC-10, and a practice emergency separation as a receiver. The training will be accomplished in the left seat. The first contact behind each

tanker (KC-135 and KC-10) must be accomplished during daylight conditions to ensure proper use of visual references. A proficient trainee contact is defined as the trainee flying a stable/safe aircraft from pre-contact to a contact, maintaining a one-minute stable contact, and then returning to the pre-contact position. Once the trainee accomplishes three stable contacts on each aircraft the IP can consider them safe in receiver AAR.

5.6.9.1.4. **(Added-TRAVIS) INSTRUCTOR RESPONSIBILITIES:** Reserve proficiency until you are absolutely sure that the trainee can fly *all portions* (closure, separation, etc) of receiver AR in a safe and controlled manner. **Do not sign off a trainee as proficient unless you are absolutely sure that they are safe.**

5.6.9.1.5. **(Added-TRAVIS) CERTIFICATION:** See **Paragraph 5.6.13.1.** Documentation that MPD Receiver Air-to-Air Refueling Certification Training completed will be included in the Phase III AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder*.

5.6.9.1.6. **(Added-TRAVIS) RESTRICTIONS FOR MPD AAR:** AR is limited to day, smooth air, VMC conditions; no heavyweight receiver AAR; no tanker autopilot-off receiver AAR; no PDI inoperative AAR; no limits demonstrations; no passengers onboard; MPD pilots can only accomplish receiver AAR on local training missions, C-Check inputs/outputs, and depositioning legs of operational missions; MPD pilots will have a monthly currency requirement once certified. Loss of currency does not affect certification or MR status. Currency can only be regained with an IP. **NOTE:** These restrictions do not apply when under direct IP supervision.

#### 5.6.10. **Aircraft Commander Right Seat Receiver Air-to-Air Refueling (Q584):**

5.6.10.1. The squadron commander is responsible for developing a program to certify ACs to accomplish right seat receiver air-to-air refueling. This certification is not required for MR certification. Receiver AAR training events may be logged from either seat after an individual is certified to accomplish right seat receiver AAR. Document the certification via AF Form 4324. ARMS event identifier is Q584, Aircraft Commander Right Seat Receiver Air-to-Air Refueling.

##### 5.6.10.1. **(TRAVIS) Aircraft Commander Right Seat Receiver Air-to-Air Refueling (Q584).**

5.6.10.1.1. **(Added-TRAVIS) PURPOSE:** To certify AC's to accomplish right seat receiver air refueling.

5.6.10.1.2. **(Added-TRAVIS) ELIGIBILITY:** ACIQ's, PCO's, PRQ's (if required), and MP's – Certification training may commence following Phase IB training. Phase IB training is not creditable for certification. This certification is not required for MR certification.

5.6.10.1.3. **(Added-TRAVIS) TRAINING REQUIREMENTS:** The trainee will accomplish right seat receiver AR under direct IP supervision on a minimum of two sorties. They will accomplish a minimum of two contacts from the right seat, one of which shall be tanker autopilot off and one of which shall be at night, demonstrating a safe level of proficiency. The contacts may be with a KC-135 or KC-10. A "safe level of proficiency" (tanker auto pilot on or off) is

defined as flying a stable contact from pre-contact, maintaining a stable contact a minimum of five minutes, and returning to the pre-contact position.

5.6.10.1.4. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph 5.6.13.1**. Documentation of Aircraft Commander Right Seat Receiver Air-to-Air Refueling Certification Training completed will be included in the Phase III AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder*.

5.6.10.1.5. **(Added-TRAVIS)** Right seat AR certified AC's should alternate right and left seats when maintaining proficiency/currency.

**5.6.11. Large Formation Certification (Q580):**

5.6.11.1. The squadron commander is responsible for developing a large formation certification training program for all pilots. This certification must include a minimum of one flight flown under supervision of an instructor pilot. If instructor manning prevents placing IPs in all aircraft units may place an IP in one aircraft in the formation. The optimum is the last aircraft so that the IP may monitor all aircraft of the formation. Commanders of deployed units or tanker task force (TTF) commanders may certify TDY crew members and will forward certification paperwork to the crew member's home unit for filing in the member's training folders. Requires pre-coordination with all formation participants and associated AAR support. Aircraft Commanders that were previously certified as pilots/copilots are not required to be re-certified. Accomplishment during Phase IB is only creditable towards certification if specifically documented on the AF Form 4025. Document the certification via AF Form 4324. ARMS event identifier is Q580, Large Formation Certification.

**5.6.11.1. (TRAVIS) Large Formation Certification (Q580).**

5.6.11.1.1. **(Added-TRAVIS)** PURPOSE: Prepare all pilots for routine, yet dynamic aspect of KC-10 operations.

5.6.11.1.2. **(Added-TRAVIS)** ELIGIBILITY: All pilot positions. Training should-commence following Phase IB training. However, events accomplished in Phase IB are creditable for Large Formation Certification when specifically mentioned on the Phase IB final AF IMT 4025. It will be up to the discretion of the squadron commander if they want to credit Phase IB training toward completion of the certification. Aircraft Commanders that were previously certified prior to upgrade are not required to be re-certified. This certification is not required for MR certification.

5.6.11.1.3. **(Added-TRAVIS)** TRAINING REQUIREMENTS: Fly one large formation departure and join-up; receive briefings from an IP on: takeoff intervals, join-up procedures (VMC vs. IMC), radar techniques, mixed formations, and lost wingman procedures.

5.6.11.1.4. **(Added-TRAVIS)** CERTIFICATION: See **Paragraph 5.6.13.1**. Documentation of Large Formation Certification Training was completed will be included in the Phase III AF Form 4025 and maintained in the AF Form 4022, *Aircrew Training Folder*.

5.6.11.1.5. (**Added-TRAVIS**) RESTRICTIONS: Reference **Paragraph 7.8.2.** (event description) of the basic instruction but note that a complete large formation *departure* is required.

5.6.12. (**Added-TRAVIS**) Qualifications. Defined as having the necessary skills for normal operation of the KC-10. Normally awarded by an Air Force evaluation and documented on AF Form 8, *Certificate of Aircrew Qualification and* tracked in the Letter of X's.

5.6.13. (**Added-TRAVIS**) Certifications (60 OG Only). The process of being certified for a specific event, MDS, position, or piece of equipment. Typically, certification requires satisfactory completion of a course of study, demonstrated flight performance, appropriate documentation (Letter of X's), and the signature of the designated certifying official.

5.6.13.1. (**Added-TRAVIS**) If training is accomplished and creditable during Phase IB, recommendation for certification will be included on the AF Form 4025, *Aircrew Summary/Close-out Report* or an MFR signed by the Chief of FTU. If accomplished during Phase II or Phase III, the trainee will receive a recommendation for certification from the supervising IP on an AF Form 4023, *Aircrew Training Progress Report*. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) when individuals are recommended for certification.

## Chapter 6

### AIRCREW TRAINING SYSTEM (ATS)

**6.1. Description.** The KC-10 ATS is a civilian contractor-provided aircrew training system. The ATS contractor provides academic and simulator training. The Air Force conducts all flight training and administers all evaluations. The ATS contract guarantees trained students meet government standards. Formal ATS courses are listed in **Table 6.2** and non-formal ATS courses are listed in **Table 6.3**.

**6.2. Applicability.** As defined in AFI 11-202, Volume 1.

6.2.1. Purpose. KC-10 ATS is a system of academics, ATD sessions, and ground training phases. This system provides qualification, requalification, upgrade, senior staff, differences, and continuation training to attain and maintain appropriate qualification for KC-10 crewmembers and maintenance engine run technicians. The ATS contractor provides training courseware and all academic and ATD instruction. US Air Force provides all flight instruction.

6.2.2. Goal. The goal of the ATS program is to optimize aircrew training through the integrated use of academics, ATD, and flight line KC-10 aircraft instruction. The KC-10 ATS, by contract, establishes performance requirements in the ATS Statement of Work (SOW) and system specification.

6.2.3. Responsibilities:

6.2.3.1. ATS Contractor.

6.2.3.1.1. Each ATS site will provide academic and ATD training for KC-10 crewmember qualification, requalification, upgrade, senior staff, differences, and continuation training programs to meet course objectives.

6.2.3.1.2. Convene and co-chair KC-10 ATS System Review Board (SRB) to periodically review the entire program for currency, applicability, and effectiveness. Publish meeting minutes and monitor suspense's specified in the ATS contract.

6.2.3.2. HQ AMC/A3T.

6.2.3.2.1. Provide overall management authority for KC-10 contract training.

6.2.3.2.2. Ensure that contractor-provided academic and ATD training complies with policies, guidelines, and directives established by AMC headquarters and the current training contract.

6.2.3.2.3. Ensure performance objectives for contractor-provided training are achieved by monitoring overall contractor performance and submitting quality assurance program documentation when required.

6.2.3.2.4. Act as AMC focal point for review of all recommended initiatives directed toward the KC-10 training contract. This includes recommendations for changes submitted by contractor or other Air Force agencies.

6.2.3.2.5. Co-chair KC-10 ATS System Review Board (SRB) to periodically review the entire program for currency, applicability, and effectiveness. Review contractor-published meeting minutes, assign tasking to appropriate agencies, and monitor suspenses.

6.2.3.2.6. Ensure instruction is of the highest quality through the review of crewmember surveys, instructor/examiner feedback, FTU feedback, and through their own evaluations.

6.2.3.2.7. Review and evaluate task analysis, objective hierarchy, and contractor courses and training materials for accuracy, currency, and effectiveness.

6.2.3.3. Det 1 AMCAOS:

6.2.3.3.1. Conduct an annual SIMCERT (semi-annual for FAA level C+ devices) on all ATDs.

6.2.3.3.2. Monitor training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the ATS contractor when required.

6.2.3.3.3. Conduct annual contract compliance evaluations on all KC-10 ATS sites and report to HQ AMC/A3T on the results.

6.2.3.3.4. Schedule subject matter experts (SME) for technical interchange meetings (TIM) with the ATS contractor. Det 1 AMCAOS will also schedule crewmembers required by the contractor for courseware development in Individual Tryouts (ITO) and Small Group Tryouts (SGTO).

6.2.3.4. Air Force-Appointed ATS Project Officer (PO) and Quality Assurance Representative (QAR). PO/QARs are primary focal points and liaisons between the Air Force and contractors at each ATS site. PO/QARs are the sole point of contact for their respective ATS. The PO/QAR may direct the contractor to perform or stop work only on safety related issues. The Administrative Contracting Officer and Procurement Contracting Officer have the overall authority to direct contractor start/stops on the ATS.

6.2.3.5. Wings and Groups:

6.2.3.5.1. Provide constructive reports and inputs concerning the KC-10 ATS program.

6.2.3.5.2. Provide assistance and support with subject matter expertise when requested by HQ AMC/A3T or Det 1 AMCAOS.

6.2.3.5.3. Review ETCA website course description and adhere to guidance and procedures concerning requesting, allocating, sub-allocating, and confirming attendance at scheduled formal training courses. Close coordination with the formal school quota manager (HQ AMC/A3TK/A3TF) is imperative to ensure effective utilization of training slots and contractor resources.



6.2.3.5.3. (**TRAVIS**) Quotas for aircrew training courses should be allocated to each active duty unit by 60 OSS/OSTT. Units should forward names or any quota cancellations to 60 OSS/OSTT no later than 60 days prior to class start date.

**6.3. Dedicated Training Time.** As defined in AFI 11-202, Volume 1, paragraph 5.2.

6.3.1. It is imperative that students complete training in a timely and uninterrupted manner. Students will enroll on a full-time basis (AFRC students will be available for the entire ground and simulator phases, but do not need, though highly encouraged, to be on a full-time basis for the flight phase). Relieve students of duties not directly related to training. **Exception:** Supervisory personnel may continue their normal duties as time permits.

**6.4. ATS Course Prerequisites.** ATS course prerequisites are listed in **Table 5.1** and **Table 6.1**. Each ATS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, squadron operations officer recommendation, and completion of applicable training guides. AETC maintains a list of formal school courses at the Education and Training Course Announcement (ETCA) website. The site address is: <https://etca.randolph.af.mil/>.

6.4.1. (**Added-TRAVIS**) Flying time waivers for formal school pre-requisites must be forwarded to 60 OSS/OST or 349 OSF/OST no later than thirty days prior to class start date. This will ensure the time required for proper review and approval/disapproval. Waivers not meeting the suspense must contain a reason for late submittal. Submit waiver request per **Paragraph 1.5.9**.

**Table 6.1. Initial Qualification Training Prerequisites.**

From	To	Prerequisites	Tasks and Events Required Before Certification
Unqualified	MP	Previous MWS Aircraft Commander or FAIP/OSA Aircraft Commander; 1000 Total flying hours	Aircraft Commander Initial Qualification (ACIQ) PTX-1 course and Aircraft Commander Qualification Evaluation; Mission Certification Training
Unqualified	FP	SUPT Graduate	Pilot Initial Qualification (PIQ) course and Pilot Qualification Evaluation; Mission Certification Training
Unqualified	FBP	Basic Flight Engineer-Undergraduate Flying Training (CEA CoE)	Flight Engineer Basic Prequalification Course (FBP) is prerequisite to FIQ for students with less than 3 years as fixed-wing performance engineer; Mission Certification Training
Unqualified	FIQ	FBP or 3 years as performance fixed-wing engineer	Flight Engineer Initial Qualification (FIQ) course and Qualification Evaluation; Mission Certification Training
Unqualified	BBQ	Basic Boom Operator-Undergraduate Flying Training (CEA CoE)	Boom Operator (Basic) Initial Qualification (BBQ) course and Qualification Evaluation; Mission Certification Training

**Table 6.2. KC-10 ATS Formal Courses.**

<b>Course ID</b>	<b>Title</b>	<b>Students</b>	<b>Training Devices PH-1A</b>	<b>Calendar Days Training Days PH-1A</b>	<b>Notes</b>
KC-10 BBQ	Boom Operator (Basic) Initial Qualification	1	19 BOTs 2 FTDs 6 CLTs	47 days 35 days + 2 CRM	5
KC-10 BRQ	Boom Operator Requalification	1	7 BOTs 1 FTD 3 CLTs	17 days 13 days	5
KC-10 BIC	Boom Operator Instructor Course	2	12 BOTs, 2 FTDs, 5 CLTs, 2 WSTs	24/21 days 18/15 days	1, 4
KC-10 FBP	Flight Engineer Basic Prequalification Course	2	1 WST 2 FTDs 1 BOT	18 days 14 days	
KC-10 FIQ	Flight Engineer Initial Qualification	1	24 WSTs 27 FTDs	70 days 52 days	
<b>Course ID</b>	<b>Title</b>	<b>Students</b>	<b>Training Devices PH-1A</b>	<b>Calendar Days Training Days PH-1A</b>	<b>Notes</b>
KC-10 FRQ	Flight Engineer Requalification	1	11 WSTs 11 FTDs	30 days 23 days	2
KC-10 FIC	Flight Engineer Instructor Course	2	8 WSTs 1 FTD	22/20 days 16/13 days	1, 4
KC-10 PIQ	Pilot Initial Qualification	2	24 WSTs 20 FTDs	70days 52 days	7
KC-10 ACIQ/PTX-1	Aircraft Commander Initial Qualification	2	24 WSTs 20 FTDs	70 days 52 days	7
KC-10 PCO	Pilot Check Out Course	2	8 WSTs 2 FTDs	12 days 10 days	
KC-10 PRQ/PTX-3	Pilot Requalification	2	11 WSTs 11 FTDs	32 days 24 days	
KC-10 PIC	Pilot Instructor Course	2	8 WSTs 1 FTD	22/20 days 16/13 days	1, 4
KC-10 SSF	Senior Staff Officer Familiarization	2	2 WSTs 1 FTD, 1 BOT	3 days 3 days	3
KC-10 SOC	Senior Officer Course	1	5 WSTs 1 FTD	5 days 5 days	3, 6

**NOTES:**

1. For Instructor Courses that include the three-day Academic Instructor Course (AIC) portion; If the student is a previously qualified instructor they need not accomplish this training and will start three days later.
2. KC-10 FRQ requires pilot class KC-10 PRQ to be scheduled at the same time.
3. See paragraph 2.7 for additional requirements.
4. There are two tracks available for instructor upgrade. Track I is for students that have never been Air Force flight instructors (the longer course that includes extra academics) and Track II is for all others.
5. While planned for one student, this course can accommodate two students by doubling the number of BOT periods required.
6. Squadron to which the Senior Officer is attached will provide an appropriate pilot 'seat filler' to complement their SOC student.
7. Course is designed for one ACIQ, one PIQ and one FIQ student or two PIQ students and one FIQ student.

**Table 6.3. KC-10 Non-Formal Courses.**

Course ID	Title	Course Student	Students	Training Devices	Training Days	Note
KC-10 MEQ	Maintenance Engine Run Qualification	MX Member receiving initial training for KC-10 Engine Ground Operation	2	2 FTDs	1 day	
KC-10 MER	Maintenance Engine Run Refresher	MX Member receiving refresher training for KC-10 Engine Ground Operation	4	2 FTDs	1 day	
KC-10 TEF	Two Engine Ferry Course	Highly experienced OG / HQ Stan Eval Pilots and Flight Engineers	2/ 1	1 WST	2 days	
KC-10 PFREF	Pilot / Flight Engineer Refresher	Continuation Training for KC-10 Qualified Pilots and Flight Engineers	2/ 1	2 WSTs	2 days	
KC-10 BREF	Boom Operator Refresher	Continuation Training for KC-10 Qualified Boom Operators	1	3 BOTs	2 days	
KC-10 ATT	Additional Training Time (4+00)	KC-10 qualified Pilots and Flight Engineer	2/ 1	1 WST	1 day	
KC-10 CAT II	Category II ILS Training	KC-10 qualified Pilots and Flight Engineers	2/ 1	1 WST	1day	1

KC-10 HAZ	Hazardous Cargo Training	KC-10 qualified Pilots				2
KC-10 CRM-IT	Crew Resource Management Initial Training	All KC-10 Crewmembers				3
KC-10 CRM-RT	Crew Resource Management Recurring Training	All KC-10 Crewmembers				3
KC-10 CRM-I/ET	Crew Resource Management Instructor/Examiner Training	All KC-10 Instructors & Examiners				3
KC-10 ATD-P/FE	Aircrew Training Device Course (P/FE)	KC-10 IP/Evaluators KC-10 IF/Evaluators	3/ 2	2 WSTs 1 FTD	2 days	4
KC-10 ATD-BO	Aircrew Training Device Course (BO)	KC-10 IBO/Evaluators	2	2 BOTs	2 days	4

**NOTES:**

1. These courses are archived for future reference/use and are not updated nor maintained by the ATS contractor. They can be updated for use following HQ AMC/A3TK notification to the contractor.
2. This training is Computer Based training.
3. CRM training is developed in accordance with AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Training is included in the requisite Initial Qual, Instructor Qual, and Refresher courses.
4. Course designed to teach KC-10 qualified instructors and evaluators to operate devices (WST and FTDs for IPs/IFEs, BOT for IBOs).

**6.5. Lesson Objectives.** Contractor-developed lesson objectives are based on requirements in this instruction.

6.5.1. The training contractor will provide KC-10 aircrew members with ground-based training required to meet objectives for initial qualification, requalification, upgrade, senior staff, differences, and continuation training.

6.5.2. General. Recurring academic and ATD training is designed to ensure that prescribed subject material is presented in a realistic manner on a programmed basis. Instruction will be provided by instructors trained and employed by the training contractor and through course materials developed by the training contractor.

6.5.2.1. Objective. Ensure all aircrews maintain proficiency required to safely operate the aircraft and effectively perform the assigned mission. Crewmembers will utilize training devices to enhance training areas that ATDs are particularly well suited to accomplish (e.g., wind shear

and microburst training, low visibility approaches, systems knowledge, emergency and abnormal procedures, etc.).

6.5.3. Crew Resource Management (CRM) training. The KC-10 ATS incorporates CRM principles during all phases of training including initial and continuation training to meet requirements of AFI 11-290. Instructors use AF Form 4031, *CRM Skills Criteria Training/Evaluation* as prescribed in AFI 11-290, for CRM skills training.

**6.6. Unsatisfactory Student Progress.** If a student's training progress is unsatisfactory the contractor will notify their squadron commander. Following a review of the student's record the government (Sq/CC, OSS/OST, Det 1, PO/QAR) will determine whether to continue or terminate training.

6.6.1. The contractor will provide written feedback to the student's gaining unit commander or training office for students who display substandard performance.

6.6.2. Remediation Procedures. ATS contractor and PO/QAR must receive prompt notification of failed flight evaluations culminating an ATS course. Local procedures must ensure notification is completed within 24 hours of failure for local evaluations and within 24 hours after return to home station for off-station evaluations. Remediation subsequent to a failed flight evaluation may be the ATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate ATS instructor supervisor is encouraged.

6.6.2.1. Remediation Scheduling:

6.6.2.1.1. When a trainee is required to return for remediation regarding deficient areas, the trainee's unit, appropriate wing or group training office, and ATS training manager will coordinate training start and completion dates.

6.6.2.1.2. The ATS contractor will contact the trainee's squadron commander if a trainee is identified, during ATS contractor's instruction, to need remediation or additional training. If the ATS contractor determines no further amount of remediation or additional instruction will result in the individual attaining required proficiency level the contractor will expeditiously inform trainee's squadron commander verbally and follow-up in writing. As a minimum, the Air Force ATS PO/QAR will receive a courtesy copy of this documentation. Following a review of the student's record the government (Sq/CC, OGT, Det 1, PO/QAR) will determine whether to continue or terminate training.

**6.7. Courseware Changes.** Changes to ATS courseware may be proposed by any KC-10 crewmember. Complete recommended change on ATS contractor's change proposal form and submit to the local PO/QAR. Change proposals will be sent through wing or group training and ATS PO/QAR offices to Det 1 AMCAOS. Det 1 AMCAOS will coordinate with the ATS contractor and the originator and will provide feedback to reflect action taken. Change proposal forms are available from ATS contractor site training manager at each site.

## 6.8. Scheduling:

### 6.8.1. HQ AMC/A3T Responsibilities:

6.8.1.1. Submit the following fiscal year's student training requirements to the contractor no later than 31 January of the current year.

6.8.1.2. Publish and distribute the next fiscal year's annual programmed flying training (PFT) schedule no later than 1 June of the current year.

6.8.1.3. Coordinate changes to the current PFT with the KC-10 program management team and the contractor and distribute those changes.

6.8.2. Contractor Responsibilities: (These reports are exempt from Office of Management and Budget review in accordance with Public Law 96-511, *The Paperwork Reduction Act of 1980, as amended, Title 44, United States Code, Chapter 35.*)

6.8.2.1. Develop and submit the following year's PFT to HQ AMC/A3TK no later than 15 Apr of the current year.

6.8.2.1.1. Notify HQ AMC/A3TK prior to 15 Apr of the current year for resolution if yearly PFT request received by the contractor exceeds contracted PFT baselines from either the overall PFT numbers requested or due to contractor limitations.

6.8.2.2. Provide units with a quarterly pilot, FE, and BO refresher and Additional Training Time (ATT) schedule no later than 45 days prior to the start of the following quarter. The contractor will fill any vacancies in each quarter's draft WST and BOT schedule with ATT periods. The goal is to ensure the squadrons have the opportunity to use 100% of available WST time as long as the contracted ATT throughput is not exceeded. This means the contractor should not leave an available period unscheduled in the draft schedule due to lack of instructor availability. The training facility manager and all local KC-10 squadrons will establish mutually agreeable scheduling procedures.

### 6.8.3. OG/CC OPR (HQ AFRC/A3TA) Responsibilities:

6.8.3.1. No later than the last week in November of each year, provide HQ AMC/A3TK/A3TF with estimated training requirements (initial qualification, requalification, upgrade, senior staff, ATD refreshers, engine run, and additional simulator training time) of their units for the next fiscal year.

6.8.3.2. Coordinate with HQ AMC/A3TK/A3TF when additional training slots are required. Additional requirements for training slots will be thoroughly justified.

6.8.3.3. Provide Wing Formal Training with either a form letter or an annotated class roster indicating the date and names of crewmembers completing their evaluation.

6.8.3.4. (**Added-TRAVIS**) The ATS contractor should provide 60 OSS/OSTT the quarterly ATS schedule 45 days prior to the start of the quarter. OSTT will allocate flight continuation

training courses equitably for both active duty and reserve units, based on fiscal year through-put requirements. Squadrons will ensure requests are submitted 60 days prior to the start of the quarter. The ATS schedule should be published on the 60 OSS/OST SharePoint website.

#### 6.8.4. Unit Responsibilities:

6.8.4.1. No later than the last week in October of each year, provide OG/CC (HQ AFRC/A3TA for AFRC units) with the estimated training requirements (initial qualification, requalification, upgrade, ATD refreshers, and additional simulator training time) of their units for the next fiscal year.

6.8.4.2. When filling initial, requalification, Aircraft Commander upgrade course, and Instructor allocations, ensure allocation RIPs are sent to the unit MPF with the minimum: course, class number, grade, name, and SSN of the individual scheduled for training. Crewmembers are to be reminded to receive an ADSC briefing by MPF prior to attending training (N/A AFRC). When training involves TDY, it is unit funded. In this case, units must provide fund cite to the applicable MPF.

6.8.4.3. No later than 45 days prior to the class start date, units must inform HQ AMC/A3TK/A3TF (HQ AFRC/DPTF for AFRC units) and MPF or DPMPC with class number, name, and a SSN of personnel attending.

6.8.4.3.1. A3TK/A3TF will forward this information to contractor site managers at the beginning of every month. The contractor site manager will compare the A3TK/A3TF list to the PFT to ensure every course on the A3TK/A3TF list has the same number of students as the PFT. On the first day of class, the contractor will also ensure only the students designated on the A3TK/A3TF list are trained. If no student or the wrong student attends the class, the contractor will coordinate with the unit and A3TK/A3TF to correct the problem.

6.8.4.4. Thirty (30) days prior to the start of a new quarter, all units must notify HQ AMC/A3TK/A3TF of all allocations they do not plan to use during that quarter.

6.8.4.5. HQ AMC/A3TK/A3TF makes unused allocations available to other units. Normally, AMC allocated slots remain AMC slots until relinquished by HQ AMC/A3TK/A3TF. Conversely, AFRC slots remain AFRC slots until relinquished by HQ AFRC/A3TA.

6.8.4.6. Units desiring to trade quotas may do so without AMC headquarters' approval; however, they must inform HQ AMC/A3TK/A3TF and all appropriate agencies and units.

6.8.4.7. Requests for additional training quotas will be submitted directly to HQ AMC/A3TK/A3TF with information copies to OG/CC and HQ AFRC/A3TA (if applicable). HQ AMC/A3TK/A3TF will take required action and inform applicable command formal training (DPPET-AMC and DPTF-AFRC) of any new authorized classes.

6.8.4.8. Coordinate aircrew refresher and additional training time scheduling requirements with the applicable training facility. The unit will work with the training facility manager to establish mutually agreeable and effective scheduling procedures. As a minimum, in accordance with the contract, the contractor will provide next quarter's schedule to the units 45 days prior to the start

of the quarter. Units will designate which unit will use each training period and cancel any training that is not needed. Units will then return the schedule with squadron assignment no later than 20 days prior to the start of the quarter. Each active duty and AFRC associate unit will coordinate closely when scheduling ATD training. Training slots that cannot be filled by one unit must be offered to other units in a timely manner. Training slots should not go unfilled unless absolutely unavoidable.

6.8.4.9. Ensure the training contractor is kept apprised of scheduling changes or training requirements. The contractor should be provided as much advance notice as practical.

6.8.4.10. When practical, the contractor will schedule one ATT per week per active duty squadron. These ATTs will be scheduled so they may be used for crewmember evaluations on the third consecutive day following a two-day refresher. Intent is to move active duty simulator evaluations out of quarterly refresher periods and into ATT simulator periods.

6.8.4.11. When practical, squadrons will use these ATT periods to schedule active duty recurring simulator evaluations. If practical, try to schedule more than one evaluation during the same ATT, i.e. a pilot and flight engineer who are both in their eligibility window. Units should also strive to maintain crew integrity throughout the 3-day period.

6.8.4.12. Squadron Schedulers will notify the contractor training administrator with the names of the students for refresher ATD periods. The squadron scheduler may replace individuals to meet mission requirements. If the squadron cannot fill the training session with a full crew, the contractor must be notified of the cancellation by 1600 Local, the work day prior to the scheduled training. When the squadron does not fill the scheduled training session and does not notify the contractor administrator of a cancellation, this constitutes a "no-show." No-shows are submitted to HQ AMC on the contractor monthly throughput report. Det 1 AMCAOS will notify squadron Director of Operations of any "no-shows" incurred by the squadron.

6.8.5. Simulator Tours: See paragraph 6.13.

## **6.9. Administration:**

### **6.9.1. ATS Feedback.**

6.9.1.1. Air Force-appointed ATS PO/QARs are primary focal points and the liaison agency between the Air Force and the ATS contractor. PO/QARs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct contractor to perform or stop work via the Administrative Contracting Officer's (ACO) or Procurement Contracting Officer's (PCO) direction, and are accountable for these actions. Each wing or group commander will establish ATS PO/QARs positions and enforce directives, requirements, and procedures established by DoD and MAJCOM directives and publications. ATS PO/QARs must maintain a current copy of the ATS contract(s), designated quality assurance regulations and directives, and quality assurance procedures.

6.9.1.2. Operational Evaluation. The ATS contractor is required to evaluate the ATS program (both formal and non formal) and its graduates' on-the-job performance. The objective of this



ongoing “operational evaluation” is to assure the ATS produces qualified graduates. The contractor’s system will ensure a steady flow of information to maintain quality, effectiveness, and currency in the ATS. Revisions to the ATS will be based on this information.

6.9.1.3. Feedback includes inputs from graduates, flight commanders (or designated representatives), and examiners. Analysis of actual performance (Air Force evaluation) and trainee critique data help to determine if graduates’ on-the-job performance meets MTL and established performance standards. The importance of this on-the-job performance feedback from graduates, flight commanders, and examiners cannot be overemphasized. This data is vital to establishing a database to identify trends and support revisions to the ATS.

6.9.2. ATS Data Collection. Internal and external data will be collected, reported, and corrective actions taken according to approved operation evaluation plan.

#### **6.10. Training Implementation/Student Expectation:**

6.10.1. Crew Member Preparation. The crew member is responsible for adequate preparation prior to reporting for each ATD mission. This includes a review of the mission profiles, pre-course study material, all associated normal, abnormal, and emergency procedures, and applicable aircraft systems. The FE CBT systems review will be accomplished during the quarter for those systems topics.

6.10.2. Mission Pre-Briefing. Prior to each ATD mission, the instructor will brief crew members on mission objectives, specific training items to be accomplished, scheduled systems and performance training, crew resource management, and any additional area of emphasis. The briefing should include data and information necessary to complete the mission, special procedures, and aircraft systems. The information presented in the briefing should correlate to the tasks to be reinforced in the training device. It should include any changes or adjustments to pre-positioned data and a review of the overall mission and coordination of individual crewmember responsibilities. Prior to executing the scheduled training event, a designated crewmember should conduct a mission briefing covering AFI 11-2KC-10 Volume 3 briefing items.

6.10.3. Mission Debrief. Following ATD missions, all aspects of the mission will be discussed. Emphasis will be placed on all observed weak areas. The crew is required to enter maintenance discrepancies in the AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document* prescribed by T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policy and Procedures* and debrief the maintenance technician.

**6.11. Browsing Training Products.** KC-10 crewmembers and engine-run personnel are encouraged to browse any and all lessons, guides, and material within the ATS. This is particularly appropriate to those crewmembers preparing to enter upgrade courses. Use the following guidelines:

6.11.1. Browser time is on a space-available basis.

6.11.2. Coordinate browser requests with the local ATS site manager.

6.11.3. Trainees are not to be scheduled to browse lessons for remediation. Remediation will be scheduled by coordinating with the ATS contractor. Browsing a lesson does not enable the trainee to take the end-of-lesson test. Trainees in remediation will be enrolled in lessons for review in order to take the end-of-lesson test and keep a permanent record of the remediation.

## **6.12. Aircraft Flights for ATS Training Instructors.**

6.12.1. ATS Contractor Personnel Flight Operations. ATS Training Instructors observe in-flight operations according to AFI 11-401 and the KC-10 ATS contract. Flights will be accomplished according to the terms and conditions of a current government contract. ATS contract instructors who observe local missions (defined as training missions originating and returning to home station) may observe the mission in Mission Essential Personnel (MEP) status. ATS contract instructors are authorized (at the Aircraft Commander's discretion) to occupy the flight deck during any phase of flight. As MEPs, ATS contract instructors may observe all portions of KC-10 training missions to include tactical maneuvers, receiver air-to-air refueling, tanker air-to-air refueling, touch-and-go landings, and full stop taxiback landings. ATS contract instructors are not authorized access to flight controls nor shall they occupy a primary crew position. Units detail local requirements in a supplement to this AFI.

6.12.1.1. The ATS contractor shall identify, publish and update (as appropriate) a list of ATS training instructors who plan to fly aboard KC-10 aircraft on observation missions. Personal factors such as life insurance restrictions may dictate the instructor's status. The contractor's list will clearly indicate the status for each instructor. Maintain the list with HQ AMC/A3TK. Coordinate requests to observe in-flight training requirements with the appropriate OG/CC or equivalent.

6.12.1.2. The ATS contractor will provide written procedures for their instructor personnel outlining their compliance with the current KC-10 ATS contract. Included in these procedures are requirements to provide updated instructor lists of authorized personnel for flights, instructor requirements prior to flight and during flight, compliance with USAF safety procedures, and ATS contractor responsibility to return individuals to home station by commercial means at their expense if required.

6.12.1.3. ATS contractor instructors are required to fly a minimum of one time per year subject to OG/CC concurrence and the ATS contract.

## **6.13. ATS Facility Tours.**

6.13.1. Wing training offices will coordinate all requests for KC-10 ATS facility tours with the contractor as soon as possible, but at least 24 hours in advance to ensure the tour will not impact simulator maintenance or training. Training will not be affected to meet a tour time and tours requiring whole periods or a significant part of simulator periods will typically not be supported. The fifteen-minute break during each WST is the most opportune time to accomplish an orientation without adversely affecting training.

6.13.2. Facility tours may require close coordination with public affairs and protocol. Air Force option time may be used at the discretion of the OG/CC. Tours will be on an as-available basis and will not displace scheduled training events.

6.13.3. OG/CC will ensure an Air Force representative meets, greets, accompanies, and conducts all tours. The contractor is not manned for or on contract to perform these duties. The contractor shall be responsible for providing an aircrew training device operator only.

6.13.4. **(Added-TRAVIS)** Orientation Simulator Flights.

#### **6.14. Aircrew Evaluation:**

6.14.1. General. The decision of the Air Force examiner as to the ability of the aircrew member to meet qualification levels as set forth in AFI 11-202, Volume 2, shall be final and will not be subject to question by the contractor. An AF Form 8 will be completed for all initial and recurring simulator evaluations. Less than qualified performance will be documented as Qualification Level 3.

6.14.1.1. Initial Qualification Evaluations. Prior to commencing Phase IB flight training in the KC-10, each crew member will be administered an evaluation (Q-005 or Q-006 as appropriate) in the applicable ATD; evaluation will be used to evaluate the effectiveness of contractor training as well as the capabilities and proficiency of the student. Each initial qualification (IQ) training device evaluation shall be conducted using either contractor-developed (and Air Force approved) mission scenarios or local unit standardization-evaluation (Stan/Eval) developed scenarios (**Exception:** BO evaluations will be conducted using contractor-developed (Air Force-approved) scenarios). For unit-developed profiles, the examiner must coordinate with the contractor a minimum one day prior to the evaluation and ensure it is compatible with ATD software. In the event of an unqualified rating (ATD or in-flight), a Qualification Level 3 AF Form 8 is issued to document the unqualified performance and the contractor is responsible for all retraining (ground-based) in those phases and sub-phases determined to be under the direct control of the contractor. A joint contractor and Air Force review board consisting of crew specialty representatives from Group level training, FTU (if an in-flight evaluation), Group and/or Squadron Stan/Eval and appropriate contractor personnel will review the aircrew member's performance and determine those phases of the ground based courses that require additional training to meet qualification levels.

6.14.1.2. Recurring Evaluations. Recurring ATD evaluations will be given using either contractor-developed refresher profiles, evaluation profiles, or Air Force examiner provided profiles. **Exception:** BO evaluations will be conducted using contractor developed (Air Force approved) scenarios. For unit-developed profiles, the examiner must coordinate with the contractor a minimum one day prior to the evaluation and ensure it is compatible with ATD software. In the event of an evaluation failure (in-flight or ATD), the appropriate ATD should be used to the maximum extent possible for retraining and rechecks. Usually, additional training and rechecks will be accomplished during a unit's scheduled ATT periods. In all cases, the unit must coordinate with the training contractor for ATD or instructor availability. In some cases, it may be necessary to cancel or reschedule training to accomplish the desired corrective actions.

6.15. (**Added-TRAVIS**) Persons desiring official (non-military) tours or simulator orientation rides will contact 60 AMW Public Affairs, at least 2 weeks in advance for an aircraft tour and 30 days in advance for a simulator. Specify simulator or KC-10 aircraft. Other required information includes date and time desired, as well as number of people attending. 60/349 AMW/PA will forward required info to 60/349 OSS/OST for coordination. KC-10 simulator time is generally not available for this purpose; however, efforts will be made to meet desires. 60/349 OG/CD approval or higher is required to override scheduled training. If available, 60/349 OSS/OST will coordinate for a pilot and Flight Safety will provide a simulator operator for required official tours. Family member visits and tours will be coordinated through OST at least 1 week in advance. All escort requirements will be the crew member's responsibility. Tours scheduled through PA should be coordinated 30 days prior to allow for appropriate forecasting of WSR utilization. All unofficial visits (those not having 60/349 OG/CD or higher approval) within the facility, to include family tours, needs to be coordinated with and approved by the PO/QAR. (**Note:** contract requirements will limit the contractor to providing facility access to official visitors only. All other access must be authorized by the PO/QAR.) Visitor approval will be based on compliance with contract requirements and other procedures agreed upon by the ATS contractor, 60 OSS/OSTT and the PO/QAR.

## Chapter 7

### ARMS EVENT IDENTIFIERS AND COURSE DESCRIPTIONS

**7.1. Description.** ARMS event identifiers are standardized for mobility crewmembers. Event descriptions are listed by function.

**Table 7.1. ARMS Identifiers.**

Identifier	Group	Paragraph
A	Academic training	7.2
AA	USAF-Specified	7.3
AD	Airdrop	7.4 (N/A)
AS	Airland	7.5 (N/A)
B	Navigation & Individual Proficiency	7.6 (N/A)
C	Miscellaneous	7.7.1-7.7.5
E	Miscellaneous	7.7.6-7.7.15
FE	Miscellaneous	N/A
FR	Formation Departure & Recovery	N/A
F	Formation Training	7.8
G	Ground Training	7.9
H	Miscellaneous (Health)	7.7.16-7.7.17
LE	Miscellaneous (Aircrew Flight Equipment)	N/A
LL	Aircrew Flight Equipment	7.10
M	Mission Specific	7.11
NV	NVG	N/A
N	Crew Proficiency	7.13.1-7.13.15
P	Individual Proficiency	7.13.15-7.13.105
Q	Qualification	7.14
R	Air Refueling	7.15
RS	Tactical Approaches / Departures	N/A
S	Special Operations (SOAR)	7.16
SK	SKE	N/A
SS	SERE	7.17
V	Global Ready Aircraft Commander	7.18
VL	Visual Low Level	N/A
VT	Visual Threat Recognition & Avoidance	7.20
VV	NVG	7.21

X	Unit Defined	7.12
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**7.2. Academic (A) Events.** Academic course numbers, titles, and brief descriptions follow. More detailed course descriptions and information are available in the applicable contractor training course book and the KC-10 training syllabus.

**7.2.1. A001–Initial Qualification Academic Course.** Contractor course of instruction leading to initial qualification in the KC-10 that includes academic and ATD instruction. Flight training will not commence until all A001 requirements are satisfactorily completed.

**7.2.2. A002–Pilot Check Out Course (PCO).** Contractor course of instruction (KC-10 PCO) leading to aircraft commander qualification for MPD pilots in the KC-10 that includes academic and training device instruction.

**7.2.3. A003–Senior Staff Officer Familiarization Course.** Contractor course of instruction (KC-10 SSF) that provides training for authorized senior staff-level personnel requiring familiarization in KC-10 and associated training program. Does not involve any form of aircraft qualification.

**7.2.4. A004–Senior Officer Course.** Contractor course of instruction (KC-10 SOC) which provides Basic Qualification (academic and simulator training) for authorized senior staff-level personnel. Flight training will not commence until all A004 requirements are satisfactorily completed.

**7.2.5. A010–Instructor Academic Training.** Contractor course of instruction (KC-10 PIC, FIC, BIC) leading to instructor qualification in the KC-10 that includes academic and training device instruction. Formal flight training will not commence until all A010 requirements are satisfactorily completed.

**7.2.6. A016–AFRC Reserve Associate Program Orientation Indoctrination.** Course of instruction that includes concepts, policies, techniques, operating procedures, working relationships and other appropriate information to ensure both active duty and AFRC associate personnel thoroughly understand the AFRC Associate Program. Instruction will be locally-developed by host wing and associate unit using applicable instructions and documents.

**7.2.7. A017–Regulation, Directive Knowledge, and Use-Initial and Mission Qualification.** Includes all publications, directives, and pamphlets students must utilize in operating KC-10 except for flight, AAR, and performance manuals. At minimum, student will demonstrate knowledge of publications listed in **Table 7.2** and **Table 7.3** that apply to their specific crew position. Requirement consists of locating information requested by instructor and providing accurate interpretation. ACs, senior staff, and PCOs may accomplish event in conjunction with A018 (Aircraft Commander Responsibilities).

**Table 7.2. Associated Directives (Initial/Requalification).**

<b>PUBLICATION</b>	<b>POSITION</b>
AFI 11-2KC-10, Volume 1, <i>KC-10 Aircrew Training</i>	ALL
AFI 11-2KC-10, Volume 3, <i>KC-10 Operations Procedures</i>	ALL
AFI 11-202, Volume 1, <i>Aircrew Training</i>	ALL
AFI 11-202, Volume 2, <i>Aircrew Standardization/Evaluation Program</i>	ALL
AFI 11-202, Volume 3, <i>General Flight Rules</i>	ALL
AFI 11-207, <i>Combat Aircraft Delivery</i>	ALL
AFI 11-218, <i>Aircraft Operations and Movement on the Ground</i>	ALL
AFI 11-301, Volume 1, <i>Aircrew Flight Equipment (AFE) Program</i>	ALL
AFI 11-401, <i>Aviation Management</i>	ALL
AFI 13-207, <i>Preventing and Resisting Aircraft Piracy (Hijacking)</i> FOUO	ALL
AFI 34-246, <i>Air Force Lodging Program</i>	ALL
AFMAN 24-204(I), <i>Preparing Hazardous Materials for Military Air Shipments</i>	P, BO
AFJI 11-204, <i>Operational Procedures for Aircraft Carrying Hazardous Materials</i>	ALL
AFMAN 11-217 Volume 1, <i>Instrument Flight Procedures</i>	P
AFMAN 11-217 Volume 3, <i>Supplemental Flight Information</i>	P
AFTTP 3-3.KC-10, <i>Combat Aircraft Fundamentals, KC-10 (U)</i>	ALL
AMCI 11-207, <i>AMC Weapons and Tactics Program</i>	ALL
AMCI 11-208, <i>Tanker/Airlift Operations</i>	ALL
AMCI 24-101, <i>Military Airlift Transportation</i> (applicable volumes)	P, BO
ATP-56(B), <i>Air to Air Refueling</i> (Usually carried in Mission Kits)	P
DoD 4500.54-M, <i>Foreign Clearance Manual</i> (aka <i>Electronic Foreign Clearance Guide, eFCG</i> )	ALL
Squadron Read File and FCIF	ALL
1C-10(K)A-1-2, <i>Minimum Equipment List</i>	ALL

**Table 7.3. Associated Directives (Instructor Qualification).**

<b>PUBLICATION</b>	<b>POSITION</b>
AFI 11-202, Volume 2, <i>Aircrew Standardization/Evaluation Program</i>	ALL
AFI 11-218, <i>Aircraft Operations and Movement on the Ground</i>	ALL
AFI 11-2KC-10, Volume 1, <i>KC 10 Aircrew Training</i>	ALL
AFI 11-2KC-10, Volume 3, <i>KC-10 Operations Procedures</i>	ALL
AFI 11-401, <i>Aviation Management</i>	ALL
AFMAN 11-226, <i>US Standard for Terminal Instrument Procedures (TERPS)</i>	P, FE
Contractor Course Book (applicable course numbers)	ALL
KC-10 Flight Training Syllabus	ALL
<b>NOTE:</b> Instructor Upgrade. This area includes all publications, directives, and pamphlets	

instructor-candidate must utilize and be knowledgeable of to perform KC-10 instructor duties. At a minimum, instructor candidates will demonstrate knowledge of the publications listed in **Table 7.3** that apply to their specific crew position. This requirement consists of locating information requested by the instructor and providing an accurate interpretation.

**7.2.8. A018–Aircraft Commander Responsibilities.** Pilots must receive a comprehensive briefing on their responsibilities to the mission and to the flight crew while performing AC duties. This briefing will include, but not be limited to C2, chain of command, FCG, ICAO procedures, passenger handling, cargo handling, customs, Uniform Code of Military Justice (UCMJ), billeting, security, aircraft performance and limitations, crew rest, crew duty day, all volumes of AFI 11-2KC-10, Volume 3, and flight crew qualifications. Review of the KC-10 AC's duties and responsibilities will be accomplished as part of this event. Senior staff need only receive a briefing on those areas pertinent to their level of qualification.

**7.2.9. A022–Two-Engine Ferry Training.** Contractor course of academic and ATD instruction designed to train selected crew members (pilots and FEs) on procedures, techniques, aircraft preparation, performance, and crew coordination required to successfully complete KC-10 Two-Engine Ferry missions. Crew will consist of two instructor or evaluator pilots and one instructor or evaluator FE. See volumes of AFI 11-2KC-10 Volume 2 for crew selection criteria.

**7.2.10. A023–Two-Engine Ferry Certification Training.** At minimum, certification training will consist of the contractor course and reviewing the following items:

7.2.10.1. Command guidance on two-engine ferry operations (AFI 11-2KC-10, Volume 3)

7.2.10.2. Mission planning

7.2.10.3. Coordination of overflight

7.2.10.4. Aircraft preparation for ferry flight

7.2.10.5. T.O. 1C-10(K)A-1-4, *Two-Engine Ferry Operations*

**7.2.11. A034–Requalification Course.** Contractor course of instruction for requalification of pilots, FEs, and BOs using an abbreviated version of the initial qualification course (A001). Flight training will not commence until all A034 requirements are satisfactorily completed. Administer when a specific course is not designated.

**7.2.12. A044–Instructor Training Course Workbook.** Must be completed prior to beginning KC-10 instructor courses (A010). This is a vital portion of the training program and must be completed prior to the course in order to achieve desired results.

### **7.3. U. S. Air Force Specified (AA) Events.**

**7.3.1. AA01–Qualification Evaluation.** Administered in-flight according to AFI 11-202, Volume 2 and AFI 11-2KC-10, Volume 2 as supplemented. Required prior to unsupervised



flight. Required as a course completion item for qualification, requalification, and upgrade training as directed by this volume.

**7.3.2. AA21–Combined Qualification Evaluation.** Administered to Flight Engineers and Pilots in-flight according to AFI 11-202, Volume 2 and AFI 11-2KC-10, Volume 2 as supplemented. Required prior to unsupervised flight. Required as a course completion item for qualification, requalification, and upgrade training as directed by this volume.

**7.4. Airdrop (AD) Events. (N/A KC-10).**

**7.5. Airland (AS) Events. (N/A KC-10).**

**7.6. Navigation & Individual Proficiency (B) Events. (N/A KC-10).**

**7.7. Miscellaneous (C, E, H, FE, LE) Events.**

**7.7.1. C010–CWD Driver Operations.**

**7.7.2. C020–Mass Casualty Exercise.**

**7.7.3. C030–Mobility Briefing.**

**7.7.4. C040–Mobility Folder Review.** Unit commander ensures unit personnel prepare for deployment in accordance with this AFI, AFMAN 10-401, *Enhanced Deployment Health Screening*, and AFI 36-507, *Mobilization of the Civilian Work Force*. In addition to the aircrew specific training items contained in this AFI, Air Force members have Air Force specific and theater specific requirements that must be met prior to deployment. The unit UDM is responsible to ensure all personnel meet these additional ancillary and mobility training requirements and are prepared for deployment to locations specified by tasking order. OPR is Unit Commander, Unit Deployment Manager, and individual crewmembers. See AFI 10-403, *Deployment Planning and Execution*. Frequency of this event will be determined by the Installation Deployment Plan (IDP).

**7.7.5. C050–Unit Disaster Training.**

**7.7.6. E010–Standards of Conduct Briefing.**

**7.7.7. E020–AMC Escort Training.**

**7.7.8. E030–Passport.** Used to track passport expiration dates for crewmembers. It is AMC policy for all crewmembers to have a current Official US passport in order to comply with country entry requirements specified in the *Foreign Clearance Manual* (also referred to as *Electronic Foreign Clearance Guide, eFCG*).

**7.7.9. E035–Secondary Passport.** As required for unit mission. Primary use is for visa application, and to track secondary passport expiration dates for crewmembers.

**7.7.10. E040–Base Populace Briefing.**

7.7.11. **E050–Newcomer Substance Abuse Awareness Briefing.**

7.7.12. **E060–Newcomers Social Actions Briefing.**

7.7.13. **E112–Information Protection.** Ensure all personnel using Air Force information systems understand the necessity and practice of safeguarding information processed, stored, or transmitted on all these systems. See course description in ETCA, Ancillary Training. This training replaces: Information Security (INFOSEC); NATO Security; E100–Information Assurance (IA); Records Management; Privacy Act; and Freedom of Information Act. USAF-wide web-based training program. Training can be located at the ADLS website: <https://golearn.csd.disa.mil/kc/login/login.asp>.

7.7.14. **E113–Human Relations.** See course description in ETCA, Ancillary Training. USAF-wide web-based training program. This training replaces Combat Trafficking and Suicide Awareness and Violence Prevention (SVAT). Combating Trafficking in Persons (must complete this section prior to SVAT being able to open). Training can be located at the ADLS website: <https://golearn.csd.disa.mil/kc/login/login.asp>.

7.7.15. **E114–Force Protection.** See course description in ETCA, Ancillary Training. USAF-wide web-based training program. This program replaces G110–Level 1 Antiterrorism Training. Training can be located at the ADLS website: <https://golearn.csd.disa.mil/kc/login/login.asp>.

7.7.16. **H010–Physical Fitness Assessment.** The physical fitness assessment measures health/fitness via three evidence-based fitness components: aerobic fitness, body composition, and muscular fitness (push-ups/crunches). See AFI 34-266, *Air Force Fitness and Sports Programs*.

7.7.17. **H020–Dental Exam.**

**7.8. Formation (F) Events.** Pilots may log applicable events when performing PNF duties.

7.8.1. **F020–Formation.** Follow procedures from AFTTP 3-3.KC-10, AAR technical orders (T.O.) and AFI 11-2KC-10, Volume 3. At least 30 minutes of formation, to include the departure and join-up, should be planned and accomplished. Each aircraft commander must brief that portion of the mission they will lead. Accomplish P260 and P270 prior to and/or during each formation flight and plan on using EMCON 2 procedures throughout. Essential radio communications required for safety of flight, or failure to accomplish a P260 or P270, does not preclude crediting the event. Log only one F020 per sortie. Credit may be taken for all formation positions.

7.8.2. **F030–Large Formation.** Three or more aircraft, not necessarily the same type, in cell formation. Must be flown through completion of level-off or join-up, whichever occurs first. Follow procedures from AFTTP 3-3.KC-10, AAR technical orders (T.O.) and AFI 11-2KC-10, Volume 3. All pilots must be squadron commander certified. Any position is creditable. Dual log with F020.

7.8.3. **F060–AAR Formation.** 15 minutes of AAR formation required (tanker or receiver). Consists of rendezvous and AAR procedures prescribed by AAR T.O.s, AFTTP 3-3.KC-10, and

AFI 11-2KC-10, Volume 3. Credit may be taken if receiver aborts or if conducting KC-10 on KC-10 formation and AAR, provided a sampling of AAR formation positions are accomplished. Not creditable in lead position.

**7.9. Ground Training (G) Events.** This section describes specific ground training courses for KC-10 aircrews.

**7.9.1. G002–Aircraft Marshalling Training and Examination.** Ensures crew members understand proper marshalling procedures preventing aircraft taxi incidents. **Description:** MAJCOMs will ensure that all ground and all aircrew personnel who are or could be directly involved with aircraft movement are tested on their knowledge of marshalling signals, airport markings, lights, and signs. Test personnel within 30 days after: reporting for duty following permanent change of station (N/A if tested at a formal school within the previous 6 months), or after their first assignment to duties requiring knowledge of marshalling signals and/or airport markings, lights, and signs. Review of AFI 11-218, and AFI 11-2KC-10 Volume 3 taxi restrictions/limitations, followed by an exam which may be incorporated into the crewmembers open book examination according to AFI 11-202 Volume 2. OPR is HQ AMC/A3T; Unit is Squadron.

**7.9.2. G003–Flightline Security and Drivers Examination.** Ensures crew members understand proper flightline driving and security procedures. Required prior to driving on the flightline. Training includes: examination and certification to drive vehicles on the flightline according to local procedures and a briefing by the flightline constable covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection. OPR is MAJCOM: HQ AMC/A33/SFO; Unit is Chief, Airfield Management and Flightline Constable.

**7.9.3. G007–Flight Records Review.** See requirements in AFI 11-401 and AFI 11-421, *Aviation Resource Management*.

**7.9.4. G010–CBRNE Defense Training.** Trains crewmembers to successfully survive and fight in a Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (CBRNE) environment while wearing ground crew individual protective equipment. G284, CBRNE Defense Awareness Course must be completed within 60 days prior to attendance of G010. Units may combine this training with LL04 (Aircrew Chemical Defense Training), provided both aircrew and ground ensembles are fully covered. OPR is HQ AMC/A7O or MAJCOM/CEO; Curriculum Development is by HQ AFCESA/CEX and local civil engineering readiness flight. Instruction includes academic and hands-on training with ground crew protective equipment components by qualified disaster preparedness personnel (Civil Engineering Readiness Flight). **Training Aids and Media:** lecture, computer-based training (CBT) from the learning management system (LMS) on the internet at <https://golearn.csd.disa.mil/>, accompanied by hands-on training with the ground crew protective equipment.

**7.9.5. G025–Aircraft Field Trip.** Gives initial qualification students the opportunity to locate and operate equipment, practice interior/exterior inspections, and get questions answered. Also, instructor students will be given the opportunity to practice instructional techniques as they lead the trip under the supervision of qualified FTU instructors. A static aircraft should be used for

the field trip. Training should be accomplished during FTU in-processing, as a group (i.e. all available crew positions) and will be completed prior to the first flight for initial qualification students. Areas to be covered include, but are not limited to, cabin door operation, alternate aircraft access locations, emergency equipment operation, manual operation of numerous fuel valves, taxi references, and APU operations to include emergency shutdown. In addition, initial qualification students should be guided through a typical pre-flight sequence covering procedures and techniques from arrival at the aircraft up through the completion of the "Cockpit Preparation" checklist. Normally accomplished in conjunction with LL03. OPR is Det 1 AMCAOS; Instruction by FTU instructors; Unit is squadron training section.

**7.9.6. G033–Unit Alert Procedures.** For units whose mission (DOC requirements) include alert response as specified in local supplement. To ensure newly assigned crewmembers understand local procedures, policies, and requirements associated with Alpha and Bravo alert duty. Course includes required professional gear, crew rest requirements, alerting procedures, alert area entry and exit procedures, standard maintenance procedures, alert response routing, specialized briefing requirements, aircraft acceptance and cocking, uncocking and recocking, scramble procedures, daily alert preflight, and alert postures. Scramble and alert start procedures require a tour of the physical layout of local alert taxi routes for launch, increased posture, and exercise recoveries. Emphasizes hazards of taxi obstacles, sharp turns, excessive taxi speed, adverse weather, and darkness. Covers all local base and wing directives concerning local and satellite alert operations. P290 must be accomplished prior to or along with G033, Unit Alert Procedures. OPR is MAJCOM: HQ AMC/A3TK; Unit is Squadron.

**7.9.7. G060–Aircrew Tactics Continuation Training.** Provides the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission. The course is based on information found in Air Force Tactics, Techniques, and Procedures (AFTTP) 3-1.General Planning, 3-1.Threat Guide, 3-1.KC-10/KC-135 and 3-3.KC-10 as well as any other documents pertaining to the execution of the unit's mission. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC. VT05 (Threat Recognition Refresher) may be completed as part of G060 for those individuals who previously accomplished VT01 (Initial VTRAT) training. VT05 training can be completed by either viewing the Threat Recognition Video (when available) or the VTRAT trainer. OPR is HQ AMC/A3D; Interactive lecture, Power Point presentation, Threat Recognition Video (when available) or VTRAT Trainer. Administered using courseware developed by HQ AMC/A3D. The courseware is posted on the AMC Combat Operations SIPRNET website [www.amc.scott.af.smil.mil/hosted\\_orgs/dok/](http://www.amc.scott.af.smil.mil/hosted_orgs/dok/). Rated Instructors Required. Graduate of the USAF Weapons School, the USAF Expeditionary Center Tactics School, or the AATTC Aircrew Course desired. **Additional Information:** WIC instructors, cadre and students may credit G060 with completion of formal weapons course syllabus. OG/CC may specify an alternate frequency for Tactics training, but not less than "Annual." CATS students may credit G060 upon completion of course syllabus. May be conducted in conjunction with G070 as determined by agreement between local Intel and Tactics offices.

**7.9.8. G070–Aircrew Intelligence Training (AIT).** Provides crews with the fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhances crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival. Course will provide aircrew with details concerning how, when and what to

include in Mission Reports (MISREP), Ops-Intel interface, Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA). See AFI 14-105, *Unit Intelligence Mission and Responsibilities* and AFI 14-105\_AMCSup1; (see 14-2MDS Volume 3 when published) for further guidance. The unit intelligence officer will administer a tailored AIT-related test to determine training objectives are met. May be conducted in conjunction with G060 as determined by agreement between local Intel and Tactics offices. OPR is AMC/A2.

**7.9.9. G080–Communications Procedures.** Provides aircrews recurring study in communications procedures. Enables aircrews to become proficient in the use of AMCH 33-1, *AMC Tanker Airlift Communications Handbook* and the *Flight Information Handbook (FIH)*, and ensures crew members possess a thorough knowledge of all communications and COMSEC requirements. Training includes code loading devices (e.g., SKL, CZY-10, etc), equipment operation, Air Force Spectrum Interference Resolution (AFSIR), authentication and IFF SIF codes and procedures, L-Band SATCOM, HAVE QUICK and SECURE VOICE, as applicable. Training involves COMSEC user requirements to include receiving, protecting, destroying, and accounting for COMSEC material according to AFI 33-201 Volume 2, *Communications Security (COMSEC) User Requirements*. See AFI 33-201, Volume 2 and AFI 11-244 Volume 1, *Instructions for Combat Crew Communications*. OPR is MAJCOM: HQ AMC/ A3T/A36A and CPSS/STSP; Unit is ATS contractor, Combat Crew Communications, COMSEC responsible officer (CRO), and wing, operations group, and squadron training personnel; Instructors are: ATS instructors (if included in ATS contract), wing, operations group, and/or squadron training personnel, if instructor led. Training Aids and Media: AF Form 4168, *COMSEC Responsible Officer and User Training Checklist (LRA)*. Units may choose to complete COMSEC handling procedures by CBT or IBT format. Local procedures, updates, and the classified portion will be briefed by the unit's Combat Crew Communications Flight. Do not log complete in ARMS until both parts are complete. **Additional Information:** The Computer Based Training (CBT) version of G080 is a general overview of COMSEC handling procedures for aircrews. The CBT version does not cover all the requirements and local procedures. The CBT version will be used as an additional tool to enhance your training program. CCC is required to cover all the other requirements.

**7.9.10. G090–Anti-Hijacking.** Provides crewmembers with training on USAF policy that includes war and peacetime requirements for arming USAF personnel and the use of deadly force. Training includes the use of force model, training aircrews armed to protect resources, and prevent/resist acts of aircraft piracy (hijacking). This training meets requirements in AFD 16-8, *Arming of Aircrew, Mobility, and Oversea Personnel* and AFI 36-2226, to include procedures in AFI 31-207, *Arming and Use Of Force By Air Force Personnel*. This course will supplement training in G280, Small Arms/CCAT. OPR is MAJCOM, HQ AMC/A3T and HQ AMC/A7S; Unit is Squadron; See AFI 13-207.

**7.9.11. G100–Laws of Armed Conflict (LOAC).** Ensures Air Force personnel understand the LOAC. See requirements in AFD 51-4, *Compliance with the Law of Armed Conflict (LOAC)* and AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*. Annually, all commanders will ensure that assigned personnel are trained in the principles and rules of LOAC. At a minimum, training will include subjects required by the 1949 Geneva Conventions for the Protection of War Victims and the Hague Convention IV respecting the

Laws and Customs of War on Land of 1907. OPR is MAJCOM JA Staff; Unit is JA; Commanders may supplement AF, MAJCOM LOAC training programs. LOAC training is available in several formats including web-based training at MAJCOM/JA staff web sites or: [https://wwwmil.bolling.af.mil/Trn\\_Brf/LOAC\\_Training/index\\_LOAC.asp](https://wwwmil.bolling.af.mil/Trn_Brf/LOAC_Training/index_LOAC.asp). Completion of any LOAC training course fulfills the requirement for training. May be taught during G070, Intelligence Training. Due to the different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting the JA's scripted briefing.

**7.9.12. G120–ISOPREP Review.** Review of isolated personnel report (ISOPREP). May be completed during an aircrew's G070-Aircrew Intelligence Training (AIT). All crewmembers will maintain a digital ISOPREP in Personnel Recovery Management System (PRMS), IAW Joint Personnel Recovery Agency (JRPA) guidance. Once printed, the ISOPREP card is classified CONFIDENTIAL and must be safeguarded according to AFI 14-105. Frequency in cited references is annual review, while MAF aircrews standardize at prescribed rate in **Table 4.2** and at least every 180 days. During employment operations, personnel will review ISOPREP upon deployment, prior to the first mission of the day and as often as necessary thereafter. Complete review of DD Form 1833, *Isolated Personnel Report (ISOPREP)* as prescribed by AFDD 2-1.6, *Personnel Recovery Operations*. See JP 3-50 *Personnel Recovery* for process and examples. OPR is HQ AMC/A2; Unit intelligence officer will maintain individual ISOPREP information at: [https://prmsnatl.osc.acc.af.smil.mil/PRMS/Login/start.aspx?Return](https://prmsnatl.osc.acc.af.smil.mil/PRMS/Login/start.aspx?ReturnUrl=%2Fprms%2Fdefault.aspx)

[Url=%2Fprms%2Fdefault.aspx](https://prmsnatl.osc.acc.af.smil.mil/PRMS/Login/start.aspx?ReturnUrl=%2Fprms%2Fdefault.aspx).

**7.9.13. G130–Instrument Refresher Course (IRC).** Ensures pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying. Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210. IRC is accomplished according to AFI 11-202, Volume 2. However, the IRC test must be completed within the evaluation eligibility period. The following topics will also be addressed where applicable to unit mission:

7.9.13.1. Controlled flight into terrain (CFIT) (applicable to all)

7.9.13.2. VFR flight rules, maneuvers, and procedures

7.9.13.3. Operations under the Global Air Traffic Management (GATM) system:

7.9.13.4. Minimum Navigation Performance Specifications (MNPS) airspace and procedures

7.9.13.5. Reduced Vertical Separation Minimums (RVSM) airspace and procedures

7.9.13.6. Required Navigation Performance (RNP) airspace and procedures

7.9.13.7. Special Departure Procedures



7.9.13.8. Complete IRC CBT courseware or KC-10 IRC web-based program at <https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-ED-SA-01> or Register at <https://amc.csd.disa.mil/kc/login/login.asp> and receive a login ID and a password. Select KC-10 Version of the IRC. The CBT must be complemented by 2-hour instructor based training (IBT). Complete IRC examination within the evaluation eligibility period according to AFI 11-202 Volume 2. See AFMAN 11-210. Course is available via Computer Based Training (CBT) or web based program with a follow-on two-hour IBT. The IBT may source from the core IRC including "hot topics", IRC testing software and questions are available from AFFSA at web site: <https://wwwmil.tinker.af.mil/affsa/A30/A3Of/Index.htm>. OPR is HQ AMC/A3T; Unit is OG/CC; Curriculum Development by Air Force Flight Standards Agency (AFFSA).

7.9.14. **G150–Approach Plate Familiarization Training.** Provides flight engineers and boom operators with the knowledge and skills necessary to monitor the briefed departure and approach and advise the pilots of any deviations that would compromise safety. This training is designed to review terminal instrument procedures (TERPS). The training will include a breakdown of standard DoD and Jeppesen approach plates, explanation of aircraft navigation equipment, departure and terminal arrival procedures, instrument approach types, initial approach portion to the final approach portion and final approach procedures. Refresher training will be accomplished by completing the contractor-developed Approach Plate Familiarization Training CBT (training and testing) at the appropriate KC-10 ATS learning center or via the KC-10 ATS website. If student passes the test, the contractor will provide student with documentation showing successful training completion. If the student does not pass the test, the student will re-accomplish the CBT lesson(s) until successful. **Note:** G150 is the minimum training required for Approach Plate Familiarization Training. Units are encouraged to expand or supplement this training as appropriate. OPR is Det 1, AMCAOS.

7.9.15. **G180–Cargo and Passenger Handling Procedures.** Ensures KC-10 boom operators are knowledgeable in cargo planning and loading procedures and are able to properly handle passengers when they are transported on KC-10 aircraft. Course will teach proper and effective interaction with passengers. It will define acceptable and unacceptable behaviors, and will teach communication skills and problem solving when dealing with passengers. OPR is Det 1, AMCAOS; ATS Contractor is responsible for Curriculum Development; Unit is Squadron Training Section.

7.9.16. **G182–Hazardous Cargo (HZC) (Mission Qualification and Continuation).** Ensures KC-10 pilots and boom operators are knowledgeable in loading and transporting hazardous cargo. Provides instruction reviewing mobility aircrew hazardous materials procedures and AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments*; and AFJI 11-204. The syllabus includes: Hazardous Classification, Aircraft Loading and Passenger Movement, Packaging, Tactical and Contingency Airlift, Marking and Labeling, Aircrew Responsibilities, and Certification. Complete ATS provided CBT lesson. OPR is Det 1, AMCAOS.

7.9.17. **G190–Aircraft Servicing.** Provides crew members with training for turning their aircraft (recovery, servicing, and launch) when maintenance support is not available. Initial training course consists of video training and an aircraft field trip with hands-on training for ground handling and servicing of KC-10. FE's will be trained to proficiency on ground handling

and servicing procedures and requirements when maintenance support is not available. Pilots and Boom Operators will be trained on their responsibilities for assisting FE during aircraft turn operations. This field trip will normally be in conjunction with G025. Refresher training consists of Pilots, FEs, and BOs viewing Det 1 AMCAOS video. Refresher credit may also be given for an aircraft field trip with hands-on training for ground handling and servicing of KC-10. OPR is HQ AMC/A3TK; Unit is FTU.

**7.9.18. G220–KC-10 Aircrew Systems Refresher.** Additional systems training designed to supplement training provided during each quarterly WST refresher. This contractor-developed course is divided into lessons consisting of study material and review exercises. Each lesson is assigned to a specific training quarter as outlined below. This ensures each lesson matches systems that will be highlighted during each quarterly WST refresher. Though not mandatory, squadrons are encouraged to expand on this training.

**7.9.18.1. January-March** (WST missions 1/2 or 9/10): hydraulics, air conditioning and pressurization, and flight instruments.

**7.9.18.2. April-June** (WST missions 3/4 or 11/12): flight controls, APU, and power plant.

**7.9.18.3. July-September** (WST missions 5/6 or 13/14): electrics and landing gear and brakes.

**7.9.18.4. October-December** (WST missions 7/8 or 15/16): pneumatics, fuel and anti-ice.

**7.9.19. G230–Crew Resource Management (CRM) Refresher Academics.** Reinforces initial CRM training through an academic review of the AMC common core subjects (according to AFI 11-290, as supplemented) with specific emphasis on an annual refresher topic. Mission-specific continuation CRM training conducted according to AFI 11-290, as supplemented. Course provides crew members with training on how to successfully use all crew members to resolve problem situations. G230 is taught by ATS contractor using building block approach and will consist of 2-hour briefing prior to CRM mission in the WST (G240). G230 must be accomplished before G240-CRM WSTs. Although crew training is more effective with BO present, BO need not be present for crew to receive credit. OPR is HQ AMC/A3T.

**7.9.20. G231–Initial CRM.** Introduces AMC common core subjects (according to AFI 11-290), as supplemented. If initial CRM is not accomplished at the formal school, it must be accomplished within 1 year of reporting to home station. Aircraft and crew-specific CRM training conducted according to AFR 11-290, as supplemented, provides new crew members on how to successfully use all crew members to resolve problem situations. Taught by ATS contractor immediately after simulator evaluation using building block approach. G231 training will consist of 2-day workshop. Part of Phase IA training for all initial qualification crew members regardless of previous weapons system experience. Initial CRM is not required for requalification or upgrade courses. Dual log with G230 for ARMS tracking purposes. OPR is HQ AMC/A3T.

**7.9.21. G232–Instructor/Evaluator CRM.** Training emphasizes the instructor's role by reinforcing CRM concepts during pre-briefs, WST missions, and post mission critiques. A one-time event taught by contractor during instructor upgrade.



7.9.22. **G240–Crew Resource Management (CRM) WST.** CRM mission-oriented simulator training (MOST) conducted according to AFI 11-290, as supplemented. Provides hands-on application of classroom-presented CRM refresher concepts through CRM WST training, addressing human factors issues in a realistic mission scenario. Training in the WST with a full crew complement, addressing human factors issues in a realistic mission scenario, is desired. As a minimum two pilots must be present. OPR is HQ AMC/A3T. **Additional Information:** The recommended minimum crew size for this course is an aircraft commander, MPD pilot, flight engineer and boom operator. If MAJCOMs authorize less than the recommended crew complement to attend refresher training, the affected units will ensure that the ATS contractor is able to support the missing crewmembers. Although crew training is more effective with FE and BO present, FE and BO need not be present for crew to receive credit. For Pilots and Flight Engineers, G240 is accomplished as one of the required quarterly refreshers missions and will be dual logged with G250.

7.9.23. **G250–Refresher WST.** Specific training accomplished must be annotated on a MAR, (See **Chapter 4** for training events that can be accomplished or logged in ATDs). Contractor-administered simulator refresher courses (KC-10 PFREF) of instruction for aircraft commanders, pilots, and FEs. Consists of two WST periods per quarter (each period consist of: 2.0 hours pre-brief, 4.0 hour WST period, and 1.0 hour de-brief) emphasizing crew coordination, normal, abnormal, emergency procedures, aircraft performance, as well as aircraft systems. One WST period may be utilized for recurring simulator evaluation. Evaluation will consist of complete instrument evaluation (aircraft commander and pilot) and applicable portions of a qualification evaluation. Recurring simulator evaluations should be administered to two pilots and one FE as much as possible. This will minimize number of evaluation periods required as well as minimize negative impacts on refresher training. At minimum, the following training areas will be accomplished during each quarterly refresher.

7.9.23.1. **Aircraft Commanders and Pilots:**

7.9.23.1.1. Loss of all engines/generators

7.9.23.1.2. Engine fire or severe damage

7.9.23.1.3. Hydraulic system abnormal or emergency

7.9.23.1.4. Second engine fails on final approach (P185) (FP: PNF duties only required)

7.9.23.1.5. Single-engine operation (P184) (FP: PNF duties only required)

7.9.23.1.6. Engine-out approach and landing (P180)

7.9.23.1.7. Engine-out approach and missed approach (P170)

7.9.23.1.8. Simulated engine failure, engine failure after V1 (P040) or aborted takeoff (P183)

7.9.23.1.9. Performance Exercise

7.9.23.1.10. Contractor brief satisfies G220 requirements

7.9.23.2. **Flight Engineers**, at minimum, will accomplish the areas listed above as well as the following:

7.9.23.2.1. Tanker (R170) and receiver (R030) heavyweight AAR real time training using contractor-developed profile (not required every quarter). (FEs may operate isolated to allow pilots to work on separate requirements at the same time)

7.9.23.2.2. Aircraft Performance. One or more of the following performance areas will be selected by Det 1 AMCAOS and/or the ATS contractor SME for use during quarterly refresher training:

7.9.23.2.3. Compute AAR performance data for slow speed and heavyweight missions

7.9.23.2.4. Obstacle clearance where runway cut-back is required in order to make the takeoff with a given gross weight (GW)

7.9.23.2.5. CFCC

7.9.23.2.6. VMCG limited GW

7.9.23.2.7. Reduced thrust takeoff with V1 equal to VMCG and assumed temperature must be checked and reduced

7.9.23.2.8. Takeoff GW exceeds tire speed limiting weight

7.9.23.2.9. V1 limited by VMBE

7.9.23.2.10. Windshear takeoff

7.9.23.2.11. Compute landing data (to include speeds and landing distance) for a landing at or near 436,000 GW with a wet runway and an abnormal flap or slat configuration

7.9.23.2.12. Compute the landing distance using performance manual charts for dual hydraulic system failure with dry and wet runway

7.9.23.2.13. Compute reference ground speed for landing with headwinds and tailwinds

7.9.23.2.14. Compute time and fuel to alternate using fighter drag abort scenario

7.9.23.2.15. Compute time and fuel to alternate after completing a local flying mission and weather is below minimums at home base

7.9.23.2.16. Compute brake cooling time following an aborted takeoff

7.9.23.2.17. Using the brake cooling time chart, compute data to determine if it is safe to make subsequent takeoff following an aborted takeoff (i.e. brake's capability to stop aircraft if abort becomes necessary on second takeoff)

7.9.23.2.18. Compute brake energy

7.9.23.2.19. Compute driftdown performance data

7.9.23.2.20. Compute endurance speed for a given endurance scenario

7.9.23.2.21. Compute takeoff data whereby multiple obstacles are present along the flight path

7.9.23.2.22. Compute takeoff data for a light weight takeoff and set proper speeds on the TOLD card in a situation where V2 is higher than flap retract speed

7.9.23.2.23. Compute takeoff data with an RSC

7.9.24. **G280–Combat Arms Training.** Academics and firing range exercise; includes use of force, live fire, or firearms simulator training; simulator training may not be used for initial training. Trains crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon. Include Rules of Engagement (ROE), and Arming and the Use of Force (UOF) ancillary training event according to AFI 36-2226 and AFI 31-207. Aircrew are categorized as Arming Group B for anti-hijacking/protecting resources purposes. IAW AFI 36-2226, “MAJCOMs may link Group B aircrew firearms training to an aircrew ground training cycle program.” Active Duty aircrew will follow requirement of **Table 4.2** of this AFI. AFRC requirements are found in AFI 36-2226. OPR is HQ AMC/A7F; Unit is Security Forces (SF); Instructor is qualified SF combat arms instructor.

7.9.25. **G281–Self Aid Buddy Care Training (SABC).** Provides basic life and limb-saving techniques to help wounded or injured personnel survive in medical emergencies until medical help is available. Complete initial then refresher training that may include video, CBT, handouts or instruction. See unit UDM for additional guidance. Mobility aircrews are required, for global operations, to be able to provide Self Aid. See AFI 36-2238, *Self Aid and Buddy Care Training*.

7.9.26. **G284–CBRNE (Chemical, Biological, Radiological, Nuclear and High Yield Explosive) Defense Awareness Course.** The primary method for EOR Training Course completion is using the learning management system (LMS) on the internet at <https://golearn.csd.disa.mil/>. The computer-based training (CBT) must be completed no more than 60 days prior to personnel attending the CBRNE Defense Awareness Course conducted by the CE Readiness Flight. Unit schedulers, unit training managers, or unit deployment managers will verify successful completion of training before an individual is scheduled for the CBRNE Defense Training Course. The only acceptable method of verification is the training certificate. CBT course is designed to familiarize the student with the CBRNE topics prior to attending G010, CBRNE Defense Training Course. Topics include Threats, Equipment, Command and Control, Pre- and Trans-Attack Measures, Decontamination Equipment, and Post-Attack Sustainment Operations. OPR is HQ AFCEA/CEXR. **Additional Information:** AFRC units may utilize the “en masse” training until such time as their installations gain the infrastructure necessary to support individualized training via the LMS, or as determined by HQ AFRC. When using the “en masse” training individual tests must be given to each student. Tests are available from the unit’s respective MAJCOM/CEX. Students must score a minimum of 80% (same as CBT) to pass. See AFMAN 10-100, *Airman’s Manual*.

7.9.27. **G290–Instrument Simulator.** Review and practice of instrument procedures is integrated into every KC-10 refresher WST (G250).

7.9.28. **G292–Refresher BOT.** Contractor-administered refresher course (KC-10 BREF) utilizing BOT and CLT. Course is administered quarterly and consists of three 2.5-hour training periods, CBTs, and a Cargo Load Exercise. To receive credit for this event, a minimum of 2 BOT periods, the associated CBTs and a Cargo Load Exercise must be accomplished.

7.9.28.1. The following training areas will be accomplished during each quarterly BOT:

7.9.28.2. ARO Station Inspection

7.9.28.3. Preparation for Contact–Boom/Centerline Drogue/Wing AAR Pod System

7.9.28.4. Direct receiver(s) to the contact position

7.9.28.5. Oral and visual communication

7.9.28.6. Boom Disconnect using AUTO or MANUAL retract (as req.)

7.9.28.7. Boom Disconnects using the IDS

7.9.28.8. Nozzle Binding (req. Annually) (N/R AFRC)

7.9.28.9. Post Air Refueling–Boom/Centerline Drogue/Wing Pod Drogue

7.9.28.10. After Landing/Parking

7.9.28.11. Associated Abnormal/Emergency checklist procedures

7.9.28.12. APU training (start, shut down, and associated emergency and abnormal procedures) (req. semi-annually)

7.9.28.13. Annually, as part of one of the refresher periods, all USAF Instructor/Evaluator Boom Operators (IBO, EB) will receive a "Nozzle Binding" scenario. This scenario requires two contract ATS instructors (primary instructor plus ATS instructor simulating a student). During this training the USAF IBO will occupy the IB instructor seat (N/A AFRC).

7.9.29. **G293–Additional Training Time (ATT).** Additional WST, FTD, and BOT training time used for other than quarterly refresher requirements (i.e. airfield qualification training, pilot proficiency activity, microburst training, aircrew evaluations). ATT training time does not include pre-briefing or post-mission debriefing time. Specific training accomplished must be annotated on a MAR.

**7.10. Aircrew Flight Equipment (AFE) Training (LL) Events.** See AFI 11-301, Volume 1, and MAJCOM supplement, AFD 11-3, *Life Support*, and AFI 11-202 v. 3 *General Flight Rules*). Unit is AFE.

7.10.1. **LL01–Aircrew Flight Equipment (AFE) Familiarization.** Unit specific equipment and procedures peculiar to home station or local training area. One time event, per base assignment, conducted prior to first flight at home station to familiarize aircrew members with Aircrew Flight Equipment (AFE) availability, issue, use, pre-flight and post flight procedures. Provide AFE Familiarization for subsequent re-assignment(s) to the same base. Normally taught in conjunction with LL06. OPR is HQ AMC/A3TL.

7.10.2. **LL03–Emergency Egress Training, Non-Ejection Seat.** Crew members are trained to proficiency in ground and in-flight emergency egress procedures and will understand the importance of aircrew coordination and aircrew responsibilities. Flight Equipment Technician instructs and demonstrates aircrew and passenger egress equipment not covered in video tape and the Fire Department conducts fire extinguisher training. Crew members should perform required egress procedures, be able to identify and document equipment discrepancies, and identify, locate and utilize appropriate emergency equipment, including the operation of fire extinguishers located in the aircraft and fire bottles positioned outside the aircraft. FTU conducts training at the aircraft, assisted by AFE technical expert and fire department personnel for fire extinguisher training (if applicable). OPR is HQ AMC/A3T. **Training Aids and Media:** Lecture, demonstration, and guided discussion relating to crew coordination; EET Video; Fire extinguisher and fire bottle; actual in-the-aircraft performance of ground emergency egress procedures is desired. **Additional Information:** For initial and requalification training, emergency equipment and egress training will be accomplished prior to first flight. This includes hands-on training at aircraft, such as door opening procedures, use of escape ropes, emergency equipment operation and use, etc. When applicable, show the reference in the checklist for each item shown. Initial qualification students are required to pneumatically open a cabin door. This is normally accomplished at door 4R and can be done as a group.

7.10.3. **LL04–Aircrew Chemical Defense Training (ACDT).** An academic and equipment training session for aircrew members to demonstrate and perform donning, doffing, buddy dressing procedures using either the first or second generation ACDE or aircrew eye/respiratory protection (AERP) equipment. Training is provided to all crew members stationed in or subject to deployment or operations through a chemical threat area (CTA). This training includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, and aircraft integration. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate aircrew contamination control area (ACCA) processing procedures. Units may combine this training with G010, CBRNE training, provided both aircrew and ground ensembles are fully covered. See AFI 10-2501 *Air Force Emergency Management (EM) Program Planning and Operations*. OPR is HQ AMC/A3TL.

7.10.4. **LL05–Egress Training with ACDE.** Provides training required to safely egress assigned aircraft while wearing ACDE. Training must be accomplished at least once in each assigned MWS aircraft. Aircrew member will demonstrate proficiency in the use of primary as well as secondary ground egress procedures while wearing ACDE. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACDE. One time event, accomplishing this training also satisfies the requirements in LL03. See AFI 11-301 volume 1, MAJCOM supplement, and AAFP 11-3. OPR is HQ AMC/A3TL; Unit is Squadron. **Additional Information:** Each unit is responsible

for tailoring training to meet unit needs. This training will be accomplished as part of initial P280 training in Phase II. May be accomplished in WST, FTD, BOT or aircraft.

**7.10.5. LL06–Aircrew Flight Equipment Training (AFET).** Conducted as part of initial qualification training for students, academic and equipment training in which crewmembers demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to crewmembers. This training includes the limitations and safety issues related to AFE; aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items. Units should combine LL06 with SS02, LL03, SS05, and track completion of the following AFET subcategories to ensure proper aircrew currency: LL06C, LL06E, LL06W. See AFI 11-301 Volume 1 and MAJCOM supplement and AFD 11-3. OPR is HQ AMC/A3TL. **Additional Information:** Each unit is responsible for tailoring training to meet unit needs. For KC-10, incorporate Local Area Survival (LL01) training to familiarize aircrew members with local equipment and rescue procedures. Dual Log with LL01 for initial training.

7.10.5.1. LL06C Combat Survival AFET; normally accomplished with the same frequency and logged in conjunction with SS02.

7.10.5.2. LL06E Egress/Oxygen AFET; normally accomplished with the same frequency and logged in conjunction with LL03.

7.10.5.3. LL06W Water Survival AFET; normally accomplished with the same frequency and logged in conjunction with SS05.

## **7.11. Mission-Specific (M) Events.**

**7.11.1. M010–Proficiency Sortie.** Provides crewmembers specific guidance on items that should be accomplished during local training sorties that will emphasize core skills. See requirements listed below by crew position.

7.11.1.1. **Pilots:** As a minimum, a pilot proficiency sortie will consist of the following:

7.11.1.1.1. Three instrument approaches

7.11.1.1.2. Missed approach

7.11.1.1.3. VFR traffic pattern (weather permitting)

7.11.1.1.4. In addition, the following should be accomplished when available and applicable:

7.11.1.1.5. Circling approach

7.11.1.1.6. Holding pattern or procedure turn (to include entry) **Notes:** 1. If flown in the aircraft, once the exercise commences, it should not be disrupted for any other type of training. A minimum of 1.5 flying hours (1 hour for ARC) should be scheduled for this event. Must be accomplished with an IP (formal school instructors are exempt from the IP requirement). IPs should accomplish their M010 requirements with another IP on board the aircraft.

2. If accomplished in the WST, the M010 event does not require any specific time requirements as long as the requirements listed above are met. Pilots should focus on instrument proficiency with all engines/systems operating. This event is not intended to be logged while handling multiple aircraft malfunctions. If an M010 is accomplished in the WST, the students must be under the supervision of an IP or an ATS contractor pilot instructor.
3. Because holding is incorporated into the quarterly refresher simulator profile, M010 time need not be spent on holding unless further training is necessary.
4. If circumstances prevent completion on one sortie (aircraft or WST), credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the intent of this paragraph.
5. Instructors should tailor each M010 to the individual pilot's needs.

7.11.1.2. **Flight engineers:** To credit a proficiency sortie, flight engineers must complete a full preflight inspection, perform the required pre-departure activities, and applicable panel duties and checklists for the type mission flown. Half of the semiannual requirements may be credited by performing a through-flight inspection versus a complete preflight inspection, provided all other duties associated with a proficiency sortie are accomplished. Flight Engineers should also complete manual TOLD. **Exception:** AFRC flight engineers may credit a sortie for missions flown where a preflight inspection was not possible (e.g., ERCC), and a preflight inspection was accomplished at another time. When a preflight is accomplished (not associated with or after flight), log a preflight event P361. When required, combine the preflight and through-flight proficiency sortie events by logging an M013. Logging a combined M013 will dual credit to M010 and update the monthly proficiency sortie currency requirement.

7.11.1.3. **Boom operators:** Must accomplish pre-flight through engine shutdown checklist items and an AAR contact, channel sortie, or cargo load operations. Instructor and examiner boom operators may credit a proficiency sortie (M010) while instructing or evaluating.

7.11.2. **M013–Flight Engineer Proficiency Sortie, Combined (ARC Only).** See M010 flight engineer requirement.

7.11.3. **M020–Unit Specific Training Sortie (UST).** Unit defined sortie to accomplish mission specific training events. The following is a suggested listing of events that can be used on an M020: any individual training event (approaches, landings, ARs); exercise training (RED FLAG, MAPLE FLAG); US Navy or Marine Corps drogue training; practice mobility training; night formations; large formations; night receivers and refueling; special mission tasking; special operations tasking; tactical navigation training; composite exercises; corrective training or identified weaknesses.

7.11.4. **M030–Overseas Sortie.** Familiarizes crewmembers with evolving ATC and 618 TACC procedures necessary for worldwide mobility tasking and ensures crews are proficient in oceanic crossing procedures. Sortie includes primary aircrew logging a takeoff (P020) or landing (P190) outside the 48 conterminous United States and a review of oceanic crossing procedures and overseas airspace. Airspace considerations (MNPS, RNAV/RNP, AP1/2/3/4, etc.) for the intended route of flight will also be covered. Crew members performing instructor or evaluator duty may log this event provided appropriate airspace and oceanic procedures are instructed and/or evaluated during the sortie. OG/CC may elect to substitute a CONUS operational sortie for overseas when tanker/airlift requirements or crewmember availability is insufficient for

accomplishing the overseas sortie requirement. Consecutive CONUS sortie substitutions are not permitted. In all cases aircrew members are still required to review airspace and oceanic crossing procedures based upon the frequency for M030 in **Chapter 4**. OPR is HQ AMC/A3TK. **Training Aids and Media:** Applicable A3TK and AFFSA Hot Topic briefings. Locally developed products must be submitted to AMC/A3TK.

7.11.5. **M050–Tactical Sortie.** Det 1 will develop tactical scenarios for continuation refresher training. Mission must be flown using a tactical scenario (should use Intel, ATO/SPINS, Threats, Bulls Eye, etc) and may be logged in the simulator, AOR, during a large force exercise, or continuation training missions on a non-interference basis. An M050 will include, as a minimum, three of the following events:

7.11.5.1. P062-Tactical Departure

7.11.5.2. P063-Tactical Arrival

7.11.5.3. P064-Slide

7.11.5.4. P065-Single-Ship Scram Exercise

7.11.5.5. P067-Contingency Rejoin

7.11.5.6. P068-Combat Descent or

7.11.5.7. P069-Defending Climb

7.11.5.8. If circumstances do not allow accomplishment of all events on one sortie they may be completed on another sortie (maximum two sorties). Pilots may log event when accomplishing PF or PNF duties to maximize CRM reactions during the tactical scenario.

7.11.6. **M240–Two-Engine Ferry Continuation Training.** Contractor-administered academic and ATD instruction designed to provide selected crew members (pilots and FEs) with two-engine ferry refresher training. At minimum, the course will cover procedures, techniques, tech order review, aircraft preparation, performance, and crew coordination. **Note:** This training supports formal Two-Engine Ferry Course (Currently not required).

7.11.7. **M260–Deployment Mission Planning.** Event includes mission planning duties and requirements for both fighter deployments and airlift operations. At minimum, student must be able to demonstrate knowledge of current operations functions and responsibilities, customs and agricultural requirements, and command control requirements (i.e. required coordination with Command and Control Centers (CCC), Air Terminal Operations Centers (ATOC), Contingency Response Wing (CRWs, TTFs, etc.). Specifically, student must be able to accomplish the following:

7.11.7.1. Coordinate for billeting, diplomatic clearances, transportation, and meals



7.11.7.2. Given various types of flight plans utilized by the KC-10 (CORONET-generated, 618 TACC-generated, or locally produced), demonstrate knowledge of flight plan format and information by explaining what various headings and columns of numbers represent

7.11.7.3. Given a computer flight plan, demonstrate how to verify accuracy of the flight plan fuel load to include receiver offload updates

7.11.7.4. Demonstrate knowledge of mission planning documents, such as *Foreign Clearance Manual (eFCG)*, flight information publications (FLIP), airfield suitability information, altitude reservation (ALTRV), etc., by locating information requested by instructor and providing accurate interpretation

7.11.7.5. Special emphasis will be placed on utilization of the IFR Supplement to determine airfield support capability, services (i.e. civilian vendors who have been contracted to provide fuel, etc.), weight bearing capability, runway or airfield restrictions, etc

7.11.8. **M261–Airlift Deployment Operations.** Event trains crew members in duties and crew coordination required to effectively and safely operate aircraft in the worldwide airlift role. Accomplishing this event should ensure that each individual can effectively perform specific tasks and responsibilities of their crew positions in a dynamic, real-world, operational environment involving the airlift system. Ideally, event would be accomplished on joint airborne air transportability training (JA/ATT), special assignment airlift missions (SA/AM) or AMC channel mission; however, squadron commander will determine or define which airlift missions (CONUS or OCONUS) are suitable for mission qualification training. May be dual-logged with M262 (Fighter Deployment Operations) when requirements of both events are accomplished on the same mission. At minimum, crew member will demonstrate knowledge of, or ability to perform, items listed below. Only minor omissions or deviations that would not compromise safety or detract from overall efficient conduct of the mission are permissible. All duties and responsibilities must be carried out according to Air Force and MAJCOM instructions, flight manuals, and AFI 11-2KC-10, Volume 3 (if applicable).

7.11.8.1. **Pilot:**

7.11.8.1.1. Required communications (position reports, change in flight plan, command and control (C2) monitoring requirements, operational reports, etc.)

7.11.8.1.2. Required C2 coordination, particularly with AMC agencies (i.e. coordination with 618 TACC, ATOCs, aerial port, or CRWs)

7.11.8.1.3. Awareness of cargo requirements and restrictions (i.e. manifest, hazardous cargo, human remains (HR), etc.)

7.11.8.1.4. Awareness of passenger requirements and restrictions (i.e. manifest, waivers, etc.)

7.11.8.1.5. Air defense identification zone (ADIZ) procedures and restrictions

7.11.8.1.6. International Civil Aviation Organization (ICAO) procedures and restrictions

7.11.8.1.7. Non-DOD (including Jeppesen) approaches and restrictions

7.11.8.1.8. Operations at airports without operating control towers (including UNICOM requirements)

7.11.8.2. **Flight Engineer:**

7.11.8.2.1. Coordinate with crew to establish maximum allowable cabin load (ACL) capability prior to or after arriving on station

7.11.8.2.2. Demonstrate proficiency in utilizing performance manual to compute MTOGW (P370 Performance Knowledge and Use)

7.11.8.2.3. Coordinate with BO prior to cargo loading and downloading on the following:

7.11.8.2.4. Tipping center of gravity (CG)

7.11.8.2.5. Restrictions on moving or redistributing fuel after BO has computed tipping CG

7.11.8.2.6. Zone loading limitations

7.11.8.2.7. Fuel ballast requirements

7.11.8.2.8. Hazardous cargo awareness concerning type, location, and quantity of hazardous cargo, airfield restrictions, route of flight, etc.

7.11.8.2.9. Optimized CG at or near the aft limit for mission conditions (both for takeoff and in-flight) when practical

7.11.9. **M262–Fighter Deployment Operations.** Event trains students in duties and crew coordination required to effectively and safely operate aircraft during worldwide fighter deployments. Accomplishing this event should ensure each individual can effectively perform his or her crew positions specific tasks and responsibilities in a dynamic, worldwide operational environment involving fighter movements. The ideal mission to complete this requirement would be OCONUS fighter deployment or redeployment; however, squadron commander will determine and define which missions (CONUS and or OCONUS) are suitable for mission qualification training. May be dual-logged with M261 (Airlift Deployment Operations) when requirements of both events are accomplished on the same mission. At minimum, crew members will demonstrate knowledge or ability to perform the following (Only minor omissions or deviations that would not compromise safety, or detract from overall efficient conduct of the mission, are permissible):

7.11.9.1. **Pilot:**

7.11.9.1.1. Required communications (position reports, change in flight plan, C2 monitoring requirements, operational reports, etc.)

7.11.9.1.2. Tracking mission progress (i.e. refueling points, abort or divert base requirements, etc.)

7.11.9.1.3. Required C2 coordination (i.e. coordination with 618 TACC, TTF, HQ ACC/AOS, etc.)

7.11.9.1.4. ADIZ procedures and restrictions

7.11.9.1.5. ICAO procedures and restrictions

#### 7.11.9.2. **Flight Engineer:**

7.11.9.2.1. Utilize computer flight plan (CFP) to determine AAR points. Student must track AAR points using flight management system (FMS) and coordinate refueling times to ensure offloads are accomplished on schedule. Instructor will explain "bingo points" and stress importance of starting and ending each refueling on time.

7.11.9.2.2. Effectively utilize general navigation skills (N160), required FLIPs (or navigational charts if required), flight plan, fuel log, FMS (P376), and performance manual to accomplish actual or simulated in-flight re-planning of fuel requirements (tanker and fighter) to alternate or abort recovery airfield. Student must effectively coordinate with crew to accurately assess the situation for re-planning fuel requirements. Student must complete these tasks in sufficient time to prevent delays or unsuccessful completion of the mission. Fuel computation error cannot exceed tolerances listed in AFI 11-2KC-10, Volume 2. Instructor will stress importance of being prepared for mission changes and in-flight re-planning at any time.

7.11.9.2.3. Maintain fuel log and flight plan to accurately show fuel status and fuel consumption trends at all times.

7.11.9.2.4. Record appropriate data from each AAR using unit approved worksheets.

#### 7.12. **NVG (NV) Events. (N/A KC-10).**

#### 7.13. **Crew Proficiency (N) and Individual Proficiency (P) Events.**

##### 7.13. **(TRAVIS) Crew Proficiency (N) and Individual Proficiency (P) Events.**

7.13.1. **N010–Tanker Rendezvous.** Does not include tanker buddy procedures. Accomplish in accordance with AAR TOs. (Do not credit unless actually accomplishing a rendezvous.)

7.13.2. **N011–Rendezvous/AAR EMCON 1.** AAR procedures established to conduct initial qualification, requalification, and difference training for either tanker or receiver crews. Any and all emitters are authorized to ensure timely training and feedback and maximum safety. (Dual-log with type rendezvous accomplished and R010 or R060.)

7.13.3. **N012–Rendezvous/AAR EMCON 2 (Restricted Communications).** Radio silent refueling formation, except that rendezvous and initial portion of AAR is conducted with two radio exchanges. Accomplish according to AAR TOs. (Dual log with type of rendezvous accomplished and R010 or R060.)

7.13.4. **N013–Rendezvous/AAR EMCON 3** (Communications Out). Radio Silent rendezvous and AAR. Using other emitters is authorized unless prohibited by supported operations, plans, etc. If valid receiver requirement exists, units may utilize this option after thorough coordination with receiver unit. Emission options 3 and 4 require extensive pre-coordination between tanker and receiver units. Coordination will normally take place during mission planning. Unless waived by squadron commander for mission priority reasons, crews will not use EMCON 3 or 4 unless coordination with receiver unit has been accomplished. Crew members must be squadron commander certified prior to accomplishing EMCON 3 or 4. Certification training requirements will be determined by squadron commander based on the individual's experience and unit mission except for BO. BOs with less than 200 hours of flight time as BO must receive a minimum of one flight with an instructor stressing Radio Silent procedures, under EMCON 3 conditions, prior to squadron commander certification. Credit may be awarded on all operational support sorties when mission requirements are met. (Dual-log with type of rendezvous accomplished R165 and R010 or R060.) See paragraph 5.6.1.

7.13.5. **N014–Rendezvous/AAR EMCON 4** (Emission Out). No emitters will be used unless specifically authorized by the plan supported. This includes radios, radio navigation transmitters, radar, radio altimeters, IFF (Information, Friend or Foe), exterior lighting, etc. Due to FAA identification requirements, this option will not be practiced during peacetime operations unless specifically addressed by tasking order. See paragraph

7.13.6. **N015–Tanker Alternate Rendezvous**. Any rendezvous accomplished when primary means are not available or utilized. During formation tactics, limit credit to the tanker actually accomplishing rendezvous. (Dual-credit with N010 and specific type rendezvous.)

7.13.7. **N016–Tanker RV Rendezvous Overrun Procedures**. Accomplish according to AAR technical orders.

7.13.8. **N020–Tanker/Receiver RV Golf**. See ATP 56(B), formerly called Enroute Rendezvous. Creditable as tanker or receiver. Dual-log with N130 or N010.

7.13.9. **N030–Tanker RV Delta**. See ATP 56(B), formerly called Point Parallel Rendezvous. Tanker must conduct rendezvous to include maintaining offset, monitoring range to receiver, and initiating final turn. (Dual-credit with N010.)

7.13.10. **N040–Tanker RV Alpha**. See ATP-56(B), formerly called Anchor Rendezvous. Dual-log with N010 and R060.

7.13.11. **N130–Receiver Rendezvous**. Accomplish in accordance with AAR T.O.s.

7.13.12. **N135–Receiver Alternate Rendezvous**. Any rendezvous accomplished when primary means are not available or utilized. During formation tactics limit credit to receiver actually accomplishing rendezvous. Dual-log with N130.

7.13.13. **N136–Receiver Rendezvous Overrun Procedures**. Accomplished in accordance with AAR T.O.s.

7.13.14. **N160–General Navigation:**

7.13.14.1. **Pilots:** Includes maintaining in-flight log and chart information, fixing, maintaining track, establishing reliable estimated times of arrival (ETA) and meeting control times.

7.13.14.2. **Flight Engineers:** Student will be able to compute required information to utilize FMS for in-flight fuel planning. At minimum, this will consist of:

7.13.14.2.1. Extract coordinates for new destination from FLIP documents and navigation charts (errors in computing coordinates cannot exceed 10 nautical miles [NM]).

7.13.14.2.2. Compute distance between two points from a navigational chart. Computation errors cannot exceed 20 NMs per navigation leg.

7.13.14.2.3. Determine true heading between two points from a navigational chart. Computation errors must not exceed 5 degrees.

7.13.14.2.4. Extract required information from flight plans for mission planning and in-flight replanning.

7.13.15. **P004–MPD Taxi.** Designed to increase left seat taxi opportunities for MPD Pilots without requiring an instructor pilot or the requirements of P005. MPD Pilots will dual log a P004 when accomplishing a P005. Event requires left seat taxi to/from parking and/or taxi to/from runway. P004 will be conducted at home stations or familiar locations (familiar locations to be defined by local OG/CC). Event includes pre-briefing by the MPD Pilot demonstrating knowledge of taxi references, hazards of engine jet blast, foreign object damage (FOD) precautions, proper taxi braking technique, speeds, power requirements, and marshaling procedures to the aircraft commander.

7.13.16. **P005–Taxi Exercise.** Pilot must accomplish 180-degree taxi turns in minimum turn radius and 90-degree left and right turns using techniques that would be effective on minimum width taxiways. (See AFI 11-2KC-10, Volume 3). Exercise includes thorough instructor pre-briefing to include taxi references, hazards of engine jet blast, foreign object damage (FOD) precautions, proper taxi braking technique, speeds, power requirements, techniques for supervising taxi operations from the right seat and AFI 11-218 requirements, and marshaling procedures. Instructor supervision is required for this event. IPs should accomplish their P005 requirements with another IP on board the aircraft. MPD Pilots will dual log a P004 when accomplishing a P005. For FE and BO, event will be accomplished for familiarization purposes. In particular, BO will become familiar with scanner duties and responsibilities that may be required when taxiing in tight or congested areas.

7.13.16. **(TRAVIS) P005-Taxi Exercise.** IP's will also brief and discuss supervision of taxi operations from the right seat as applicable to the other pilot's qualification (FPQ/FPL/FPN vs. MP). MP must demonstrate suitable knowledge on right seat references and corrective actions available from the right seat. Pre briefs/discussions should also include covering known hazardous airfields to increase the MP's and FPQ/FPL/FPN's situational awareness.

7.13.17. **P006–Airwork Exercise and In-flight Demonstrations.** These exercises and demonstrations are intended to acquaint flight crews with handling properties of the aircraft under normal and abnormal conditions. See AFI 11-2KC-10V3 and AFTTP 3-3.KC-10 for

guidance on in-flight maneuvers. Abnormal configuration approaches will only be accomplished in the simulator.

7.13.18. **P007–Stick Shaker and Approach To Stall Demo.** Event will be accomplished in simulator only.

7.13.19. **P010–Takeoff, Initial.** The first takeoff following completion of the “Before Takeoff” or “Full Stop Taxi Back” checklist. **Exception:** Senior staff pilots (colonels and above) who require in-flight supervision and instructor pilots may log a P010 after accomplishing an initial take-off or touch-and-go. Dual log with P020.

7.13.20. **P011–Takeoff, Night.** In addition to the requirements of P010 the takeoff must be accomplished between the hours of official sunset and sunrise. Dual log with P010.

7.13.21. **P012–Takeoff, Flight Director Off.** Accomplish with flight director off. Dual log with P010 and P011, as appropriate.

7.13.22. **P015–Instrument Departure.** For flight engineers to recognize and announce deviations from briefed or published procedures for Instrument Departures. Should identify and recognize mandatory, minimum, and maximum altitudes. Ensures the FGS is programmed as briefed by the pilot to include changes in ATC clearances. The student should be able to identify the position of the aircraft during the appropriate departure procedure using available primary navigation aids.

7.13.23. **P018–PNF Takeoff and Climb Duties.** Perform pilot not flying (PNF) takeoff duties according to aircraft flight manual from takeoff through aircraft clean-up and initial climb.

7.13.24. **P020–Takeoff.** Initial takeoff or takeoff following touch and go landing.

7.13.25. **P025–Takeoff and Departure.** Event includes all activity from completing “Before Takeoff” checklist until completing departure. Student will: Ensure the FGS (flight guidance system) is programmed as briefed in the “Before Takeoff” checklist to include changes in ATC clearances. Pilot must be notified of any discrepancies or malfunctions. Ensure required N1 is set prior to 80 knots and monitor engine instruments throughout departure. Engine limitations cannot be exceeded. Monitor all altitudes and headings being flown and ensure there are no deviations from ATC clearances and that sufficient terrain separation is maintained. Demonstrate ability to perform duties as prescribed in the flight manual and other governing directives. Omissions or deviations cannot comprise safety or detract from the overall efficient conduct of the mission.

7.13.26. **P028–Right Seat Takeoff.** Designed to track right seat opportunities for MPD Pilots. Initial takeoff or takeoff following touch and go landing from the right seat.

7.13.27. **P029–Left Seat Takeoff.** Designed to track left seat opportunities for MPD Pilots. Initial takeoff or takeoff following touch and go landing from the left seat.

7.13.28. **P040–Simulated Engine Failure, Takeoff Continued.** Accomplish in simulator only.

7.13.29. **P061–VFR Overhead.** See AFTTP 3-3.KC-10 for techniques on the set-up and execution of this event and the common errors associated with the VFR Overhead Pattern.

7.13.30. **P062–Tactical Departure.** Event will only be trained in a WST and consists of a low altitude/high speed departure. May be accomplished on operational missions when directed or required. See AFTTP 3-3.KC-10 for techniques on the set-up and execution of this event and the common errors associated with Tactical Departures. See event M050, Tactical Sortie.

7.13.31. **P063–Tactical Arrival.** Event will be flown for training using a tactical scenario developed by local units. If arriving VFR, comply with all VFR guidance in AFI 11-202 Volume 3, FLIP GP and AP, FARs, and applicable host nation guidance. The purpose of this event can be found in AFTTP 3-1.KC-10/KC-135. See AFTTP 3-3.KC-10 for techniques on the set-up and execution of this event and the common errors associated with Tactical Arrivals. See event M050-Tactical Sortie. P063 may be logged upon accomplishment of either of two arrivals:

7.13.31.1. **Random Shallow** maneuver may be performed in the aircraft or WST. This option may be accomplished day or night on operational missions when directed or during operational or continuation training missions on a non-interference basis.

7.13.31.2. **High Speed/Low Altitude** arrival is restricted to a WST or on operational missions when directed.

7.13.32. **P064–Slide.** Accomplish this maneuver in tactical context single ship or in formation. Complete the event in a WST or aircraft. Pilot may log the event if accomplishing PF or PNF duties. The purpose of this event can be found in AFTTP 3-1.KC-10/KC-135. See AFTTP 3-3.KC-10 for techniques on the set-up and execution of this event and the common errors associated with Slides. See event M050, Tactical Sortie.

7.13.33. **P065–Single-Ship Scram.** Accomplish this maneuver single ship only. Complete the event in a WST or aircraft during operational or continuation training missions on a non-interference basis. Pilot may log the event if accomplishing PF or PNF duties. The purpose of this event can be found in AFTTP 3-1.KC-10/KC-135. See AFTTP 3-3.KC-10 for techniques on the set-up and execution of this event and the common errors associated with Scrams. See event M050, Tactical Sortie.

7.13.34. **P066–Steep Turns.** Aircrews may use up to 45-degrees bank angle when accomplishing this event. Complete the event in Level C+ certified ATD or aircraft. The purpose of this event can be found in AFTTP 3-1.KC-10/KC-135. See AFTTP 3-3.KC-10 for techniques on the set-up and execution of this event and the common errors associated with Steep Turns.

7.13.35. **P067–Contingency Rejoin.** Rejoin with another aircraft using visual turning rejoin techniques or air-to-air refueling rejoin procedures. Pilot may log the event if accomplishing PF or PNF duties. Event may be credited as the maneuvering aircraft for any rendezvous for air-to-air refueling purposes that is not a RV Delta or RV Golf. The purpose of this event can be found in AFTTP 3-1.KC-10/KC-135. See AFTTP 3-3.KC-10 for techniques on the set-up and

execution of this event and the common errors associated with Contingency Rejoins. See event M050, Tactical Sortie.

7.13.36. **P068–Combat Descent.** Event will only be trained in a WST. May be accomplished on operational missions when directed or required. The purpose of this event is found in AFTTP 3-1.KC-10/KC-135. See AFTTP 3-3.KC-10 for techniques on the set-up and execution of this event and the common errors associated with Combat Descents. See event M050, Tactical Sortie.

7.13.37. **P069–Defending Climb.** Event will only be trained in a WST to ensure the training encompasses flying the maneuver from a slow-speed air refueling scenario requiring aircraft configuration changes and or bank restrictions. A defending climb is an evasive maneuver flown in response to surface fire. The purpose of this event can be found in AFTTP 3-1.KC-10/KC-135. See AFTTP 3-3.KC-10 for techniques on the set-up and execution of this event and the common errors associated with Defending Climbs. See event M050-Tactical Sortie.

7.13.38. **P070–Instrument Approach.** Dual-log with any instrument approach. For flight engineers--Recognizing and announcing deviations from briefed or published procedures for approach, missed approach, and landing phases of flight. Identifying and recognizing the following altitudes and navigation fixes: initial approach fix (IAF) altitude, final approach fix (FAF) and altitude, decision height (DH), minimum descent altitude (MDA), and missed approach point (MAP) using the appropriate approach plate. Ensure FGS is programmed as briefed by pilot to include changes in ATC clearances. The student should be able to identify the position of the aircraft during the appropriate approach procedure using available primary navigation aids.

7.13.39. **P071–Holding Pattern.**

7.13.40. **P072–Penetration (Published).** Does not include en route descent.

7.13.41. **P073–En Route Descent and Penetration.**

7.13.42. **P074–Approach and Landing, Full Stop.** Event includes all activity from departing cruise altitude for initial penetration or letdown to completing descent, landing, and the “Parking-Engine Shutdown” checklist. Student must demonstrate ability to perform duties prescribed by flight manual and other governing directives. Omissions and deviations cannot affect safety of flight. Areas of emphasis are:

7.13.42.1. Computing required landing data specified by flight manual and applicable directives.

7.13.42.2. Using appropriate approach procedures book to verify Approach Briefing matches published procedures.

7.13.42.3. Recognizing and announcing deviations from briefed or published procedures for descent, approach, missed approach, and landing phases of flight. Identifying and recognizing the following altitudes and navigation fixes: initial approach fix (IAF) altitude, final approach fix (FAF) and altitude, decision height (DH), minimum descent altitude (MDA), and missed approach point (MAP) using the appropriate approach plate. Ensuring FGS is programmed as



briefed by pilot to include changes in ATC clearances. **Note:** Instrument approach events may be dual-logged where appropriate. For instance, P100 may be dual-logged with P101, P102, P103, and either P080 or P090, whichever is accomplished.

7.13.43. **P080–Instrument Approach (Auto and Coupled).** A published approach flown when the aircraft is controlled through manipulation of the flight guidance system by the PF.

7.13.44. **P090–Instrument Approach (Manual).** A published approach flown when the aircraft is controlled by actual hands-on flying.

7.13.45. **P100–Precision Approach.**

7.13.46. **P101–Instrument Landing System (ILS) Approach.**

7.13.47. **P102–ILS.** Accomplish with flight director off and autopilot in any position other than CMD.

7.13.48. **P103–PAR Approach.**

7.13.49. **P110–Nonprecision Approach.**

7.13.50. **P11–VOR and TACAN Procedures.** Instrument approach, including problems in course interception, tracking, holding, and fix-to-fix navigation.

7.13.51. **P112–TACAN, VOR, and Localizer Approach.**

7.13.52. **P113–Air Surveillance Radar (ASR) Approach.**

7.13.53. **P114–Radio Magnetic Indicator (RMI)-Only Approach (ADF or VOR).**

7.13.54. **P115–Backcourse Localizer Approach.**

7.13.55. **P116–NDB Approach.** Instrument approach flown without the use of CDI guidance (e.g. VOR RMI only).

7.13.56. **P117–GPS Approach:** Approach must be flown using certified approach from the FMS database.

7.13.56. (TRAVIS) **P117-GPS Approach. FTU only:** Trainee will demonstrate proficiency using FMS for visual approaches, RNAV approaches, and FMS missed approach procedures.

7.13.57. **P130–Circling Approach.** Dual-log with type approach flown.

7.13.58. **P140–Visual Traffic Pattern.**

7.13.59. **P150–Missed Approach (Auto).** For initial or requalification training this event will not be accomplished in-flight until thorough briefing has been conducted by IP on anticipated pitch and power changes—especially at the lighter gross weights.

7.13.60. **P160–Missed Approach (Manual).**

7.13.61. **P170–Approach and Go-Around (Simulated Engine-Out).** Accomplish in simulator only.

7.13.62. **P180–Approach and Landing (Simulated Engine-Out).** Accomplish in simulator only.

7.13.63. **P183–Aborted Takeoff.** Practice in simulator only.

7.13.64. **P184–Simulated Single-Engine Operation.** Accomplish in simulator only.

7.13.65. **P185–Simulated Second Engine Fails On Final Approach.** Accomplish in simulator only.

7.13.66. **P190–Landing.** Used to record total landings accomplished by an individual. All landings will be multiple-logged under this item. Additionally, student pilots must be made aware of hazards and difficulty in accomplishing crosswind landings. If crosswind conditions exist during transition training, special emphasis will be placed in accomplishing maximum number of student landings during this period. If unable to accomplish landings with crosswind conditions, student pilots will be thoroughly and completely briefed on all procedures and techniques of crosswind landings by IP.

7.13.67. **P192–Landing, Night.** All landings accomplished when logging “Primary Night Time” IAW AFI 11-401. Dual log with P190.

7.13.68. **P193–Landing, 50-Degree Flaps.**

7.13.69. **P196–Landing, Full Stop (Reverse Thrust).**

7.13.70. **P198–Right Seat Landing.** Any landing (full stop or touch and go) accomplished from the right seat.

7.13.71. **P199–Left Seat Landing.** Any landing (full stop or touch and go) accomplished from the left seat.

7.13.72. **P200–Touch-and-Go.** Dual log with P020, P190, and P192 as applicable. Only current and qualified instructor pilots and squadron commander certified aircraft commanders will supervise touch-and-go landings.

7.13.73. **P215–Landing Attitude Demo.** The purpose of this in flight exercise is to establish and maintain the landing attitude long enough to observe all visual cues so that consistent, correct landing attitude can be learned and to demonstrate the flying characteristics of the KC-10 while in the flare. Follow guidance in AFTTP 3-3 KC-10.

7.13.74. **P260–HAVE QUICK Radio Procedures.** Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source. When practical, rendezvous and refueling

should be accomplished utilizing the HAVE QUICK mode of operation. The TOD should be updated from a ground station master clock when possible.

7.13.74. **(TRAVIS) P260-HAVE QUICK Radio Procedures.** KC-10 aircraft in formation should attempt to contact each other during ground operations using HAVE QUICK. If previously coordinated, 60/349 AMW tankers and receivers scheduled for local AR training together may attempt to contact each other during ground operations or in-flight using HAVE QUICK.

7.13.75. **P270-Secure Radio Operation.** Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like-equipped aircraft.

7.13.75. **(TRAVIS) P270-Secure Radio Operation.** KC-10 aircraft in formation should attempt to contact each other during ground operations using SECURE VOICE. If previously coordinated, 60/349 AMW tankers and receivers scheduled for local AR training together may attempt to contact each other during ground operations or in-flight using SECURE VOICE.

7.13.76. **P280-Aircrew Chemical Defense Task Qualification Training (ACDTQT).** An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. Do not accomplish in conjunction with a formation takeoff. The purpose of the exercise is to enable crew members to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication may be experienced during the exercise. Observers must closely monitor crew member actions during the exercise. If a crew member experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crew member believes it is unsafe to continue, the equipment will be immediately removed.

7.13.76.1. The following aircrew CD items will be used:

7.13.76.1.1. MBU-19/P hood and mask assembly or MBU-13/P CBO mask w/ HGU-41/P hood

7.13.76.1.2. CQU-7/P blower assembly with filter canisters/batteries or CRU-80/P filter pack assembly w/filters

7.13.76.1.3. MXU-835 intercom assembly w/ battery

7.13.76.1.4. Required suspension straps

7.13.76.1.5. Glove set (cotton, butyl, Nomex)

7.13.76.1.6. ACDTQT should be accomplished in the WST/FTD for pilots, engineers and boom operators or the BOT for boom operators. ATS instructors will observe the exercise and no restrictions apply on whom or how many crew members may wear the gear. If performed in the aircraft, only one pilot will be dressed out at any time. For KC-10s, the FE and BO will not dress out simultaneously. Pilots will be supervised by either an instructor or experienced aircraft commander (determined by the squadron commander) in the other seat. A safety observer crew member will occupy the jump seat. Pilots will don the gear and accomplish at least one takeoff, approach, and landing, and complete all crew position checklists associated with approach and

landing. Boom operators and FEs, supervised by crew members of like specialty, will wear the gear during takeoff, approach, and landing. Prior to being scheduled for this event each aircrew member must have completed LL04.

7.13.77. **P290–Alert Start.** See also G033, Unit Alert Procedures. Event is intended to ensure crew members have thorough knowledge of Standby Force (Alert) procedures as well as understanding the many operational considerations for utilizing these procedures. Training will consist of:

7.13.77.1. **Mission qualification** (Phase II training). Individuals and their instructor will utilize discussion period in aircraft to review all aspects of flight manual procedures and various operational considerations. All crew positions will be represented. Scramble response is not required.

7.13.77.2. **Flight manual procedures.** Procedures and techniques used in Standby Force and Launch situation are same as those used during normal operation of the airplane except time element may be reduced. Safety of flight will not be sacrificed and every attempt to conform to normal procedures should be made if time permits. Crew members will follow current flight manual procedures. Unique aspects of standby force procedures that demand careful consideration are:

7.13.77.2.1. Aircraft acceptance, power off cocking procedures, scramble procedures, and uncocking.

7.13.77.2.2. Starting engines with doors disarmed, ladder installed, and crew members responding (if warranted by response timing).

7.13.77.2.3. Checklist procedures.

7.13.77.3. **Operational considerations.** Many scenarios may warrant using Standby Force (Alert) procedures: conventional and contingency, humanitarian assistance, aircraft evacuation, exercises, etc. In any scenario and at any location, AC will ensure entire crew receives complete guidance from the tasking agency (or as deemed appropriate in the absence of such agency). At minimum, guidance will include:

7.13.77.3.1. Real or exercise scenario

7.13.77.3.2. Response timing required

7.13.77.3.3. Means of notification

7.13.77.3.4. Means of response

7.13.77.3.5. Aircraft security

7.13.77.3.6. Mission tasking, flight planning, and flight plan

7.13.77.3.7. Performance capabilities, limitations, and takeoff and landing data

7.13.77.3.8. Maintenance status and recurring inspections. **Note:** For local scenarios review local base and wing operations series publications.

7.13.78. **P300–Cargo Loading.** Event ensures boom operator's are trained to and maintain proficiency in airlift procedures supporting worldwide cargo, contingency and unit move, and organic transportation operations. For resource protection and safety, aircrew personnel accomplishing this event, to include instructing and supervising, must have received crew rest IAW AFI 11-202, Volume 3. Event may be dual-logged by no more than two cargo-qualified booms on each leg of an AMC channel, SA/AM, JA/ATT, or cargo carrying Dual-Role mission. A side benefit of this event is to help ensure MAJCOM operating agencies and support personnel are trained and proficient in KC-10 contingency and unit movements. Two cargo-qualified booms will work together to ensure all aspects of the cargo mission are completed. On each mission leg of the mission, one of the cargo-qualified booms will assume the role of cargo loading supervisor.

7.13.78. (TRAVIS) **P300-Cargo Loading. 60 AMW Only:**

**Static Cargo Load Training Minimum Requirements:** Six pallets (crew chief pallets, IAK pallets and “pet rocks” do not count); one item of rolling stock or one item of concentrated cargo; at least one built-in load plan error (e.g., restraint, axle, zone load, skid, PLF); load will be completed within four hours; all associated documentation will be completed; and all static load plans will be approved by 60 OSS/OST. **Static Cargo Load Training Restrictions:** If minimum requirements are met, **X300** will be used to log this training event.

7.13.78. (TRAVIS) **P300-Cargo Loading. 349 AMW Only:**

**Organic Cargo Load TRAINING REQUIREMENTS:** (same as 60 AMW except) Upload will be completed IAW sequence of events to allow for on-time takeoff. The load may be flown to a different location and downloaded; Travis load teams may be flown to destination and used to conduct the download if host base load teams are not available; and the same boom operator that completed the upload must fly with the cargo and complete the download.

**Organic Cargo Load Training Restrictions:** Dual logging of organic loads is authorized; Cargo evaluations will not be conducted on organic loads; and organic cargo load training may be used for qualification, recurrent and continuation training.

Additionally: Pre-established loads may be used and will comply with the criteria listed above and be pre-approved by 349 OSF/OST. All AFI 11-2KC-10 Volume 1 restrictions and all requirements in **Paragraph 7.13.78.** apply to operational cargo load training. Six pallets (crew chief and IAK pallets do not count) must be uploaded, carried on at least one leg and downloaded.

**Static Cargo Load Training Restrictions:** If minimum requirements are met, **X300** will be used to log this training event.

7.13.78.1. All qualification training must be supervised by a cargo-qualified instructor boom. A current Q180, Cargo Mission Evaluation, is required for unsupervised cargo loading operations.

7.13.78.2. The following list includes minimum items required for **Phase II training:**

7.13.78.3. Accomplish loading and offloading of palletized cargo or rolling stock through the cargo door and positioning cargo at the appropriate aircraft station. Proficiency will be determined through compliance with applicable checklists and accomplishing and/or verifying load plans comply with technical data.

7.13.78.4. Become familiar with, and understand the, functions of 618 TACC, ATOC, CRW, aerial port and fleet service.

7.13.78.5. Worldwide customs and agriculture procedures for crew, passengers, cargo, and permits-to-proceed (PTP).

7.13.78.6. Hazardous cargo. Documentation and transportation of hazardous material such as explosives, poisons, biological materials, radioactive and corrosive materials, flammables, etc.

7.13.78.7. Special handling procedures for human remains (HR), life or death urgency shipments, very important parts, signature service cargo and transfer of accountability, and classified courier escort duties.

7.13.78.8. Requesting, controlling, and transferring aircraft tiedown equipment and passenger comfort items.

7.13.78.9. SA/AM to and from points other than major aerial ports to include rolling stock and or pre-palletized support equipment, i.e. movement of ACC units.

7.13.78.10. JA/ATT missions for combat airlift training supporting US Army, US Navy, and US Marine Corps unit deployments or redeployments including planning, documentation, loading, securing, and unloading of combat support equipment and vehicles.

7.13.78.11. **Phase III training**—Maintain proficiency by accomplishing the maximum number of items practicable dependent on type of airlift mission accomplished.

7.13.78.12. Static Load Training. When suitable off-station cargo missions are unavailable, home-station static load training may be used for BO cargo training. Units using home-station static loading operations for BO cargo training requirements in this volume must adhere to the following guidelines:

7.13.78.12.1. Each home station static load may be logged by two cargo-qualified BOs.

7.13.78.12.2. Consecutive logging of static loading for P300 credit is not authorized.

7.13.78.12.3. Cargo loading evaluation (initial, recurring, or no-notice) will not be conducted on home-station static loads.

7.13.78.12.4. Prior to static loading, units must ensure coordination with all agencies has been accomplished concerning: aircraft, cargo, type of loader, load crew, etc. To be creditable, loads must be verified by senior training section BO. Using one canned load over and over is not conducive to quality cargo load training.

7.13.78.12.5. All static load operations will be accomplished as if cargo were to be airlifted and must have all required cargo documentation, i.e. load plans, manifests, hazardous certificates, joint inspections, etc.

7.13.78.12.6. The BO logging event or being trained in event must complete DD Form 365-4, *Weight and Balance Clearance Form F-Transport* prescribed by T.O. 1-1B-50 up to and including zero fuel weight. Restraint calculations must be computed on all required items. All T.O. 1C-10K(A)-5, T.O. 1C-10K(A)-9 and command directives/restrictions apply. **Note:** An aircraft that departs home station with a locally-developed cargo load and returns to home station is considered a cargo load and not a static cargo load. On a case-by-case basis, the OG/CC may approve this option to ensure P300 currency. If OG/CCs exercise this option, the loads must be verified by senior training section BO prior to flight to ensure that boom operators are receiving quality training. Because "canned" cargo loads are not conducive to quality cargo load training if done repetitively, the Operations Group Training Section will ensure that the cargo loads are changed each semi-annual period to provide a variety of cargo for training.

**7.13.79. P310–Instructor and Evaluator Duties and Techniques.**

7.13.79.1. Instructor upgrade: At minimum, instructor-candidate will receive training in responsibilities for quality assurance of contractor-administered training programs. Instructor-candidates must demonstrate proficiency in all of the following areas:

7.13.79.1.1. Student briefing

7.13.79.1.2. Student critique

7.13.79.1.3. Training documentation

7.13.79.1.4. Effectively conveying knowledge of aircraft operation and systems to their student

7.13.79.1.5. Knowledge and use of the KC-10 training syllabus

7.13.79.1.6. Knowledge and use of AFI 11-2KC-10, Volume 3, and this volume

7.13.79.1.7. Teaching ground training courses

7.13.79.2. Examiner upgrade: Examiner candidate will receive training in the following areas:

7.13.79.2.1. Examiner's responsibilities in quality assurance of contractor training

7.13.79.2.2. Administrative functions

7.13.79.2.3. Review of AFI 11-202, Volume 1, AFI 11-202, Volume 2 and AFI 11-2KC-10 (applicable volumes)

**7.13.80. P320–Supervision of Right Seat Takeoffs, Landings, Touch-and-Go Landings, and Receiver Air-to-Air Refueling.** This event, taught during Phase IB training, gives those

students going through the PCO or ACIQ track exposure to common mistakes made by inexperienced pilots.

7.13.81. **P322–Weight and Balance.** This is a Phase IB event that trains FEs to accomplish DD Form 365-4 when aircraft is operated with minimum crew (i.e. aircraft commander, pilot, and FE). Training will be limited to non-cargo mission scenario. Student must complete form according to all information required by the basic weight list and loading data manual. Minor discrepancies (without omission of required information) are permissible.

7.13.82. **P330–Preflight Proficiency.** Accomplish preflight up through the “Before Start” checklist at aircraft (includes interior and exterior inspection).

7.13.83. **P332–APU Start Procedures.** Event ensures BOs maintain proficiency in APU starting procedures.

7.13.84. **P340–Briefing and Control of Passengers.** Event ensures KC-10 BOs are trained to properly load and care for passengers in-flight, ensure passengers are properly documented, and ensure BOs are:

7.13.84.1. Able to brief, assist, and safely evacuate passengers

7.13.84.2. Able to handle in-flight emergencies and problems concerning passengers (rapid decompression, airsickness, heart attack, etc.)

7.13.84.3. Familiar with the operation of aircraft emergency equipment to include:

7.13.84.4. Fire extinguishers

7.13.84.5. Fire protection equipment

7.13.84.6. Normal and emergency oxygen equipment

7.13.84.7. Signaling devices

7.13.84.8. Overwater emergency equipment

7.13.84.9. Emergency egress equipment (ropes and slide rafts) (Areas must include applicable flight manual and directive restrictions.)

7.13.85. **P350–Main Cabin Door Procedures (Departure and Arrival).** This is a Phase IB training event which includes door operation (for all crew positions), and installation/removal of portable ladder and briefing slide exit procedures (for boom operators). Proficiency is required in arming and disarming main cabin doors, to include position of girt bar, coordination with flight crew, and safety considerations while operating doors.

7.13.86. **P360–Mission Planning and Briefing.** This is a Phase IB training event. For initial qualification, requalification, and upgrade training, all applicable phases of mission planning must be accomplished as prescribed by governing directives. Emphases will be placed on



proficiency with the computer flight planning software, briefing procedures and techniques and ability to react to dynamic changes. Activity must be supervised by instructor of like specialty for each training sortie. For instructor upgrade, student will brief all phases of flight and maneuvers to be performed with emphasis on correct techniques, procedures, and safety. Pilot students should be expected to prepare a seat/activity plan to maximize student training.

7.13.87. **P361–Preflight, Cockpit Preparation, and Engine Start.** This is a Phase IB training event. Student must demonstrate ability to perform preflight, cockpit preparation, and engine start procedures with no omissions or deviations that would detract from flight and ground safety or overall efficient conduct of the mission. Aircraft limitations must not be exceeded. Student must recognize and report all abnormal indications or maintenance discrepancies. Inspection must be accomplished in sufficient time to allow completion of pre-takeoff duties. Thorough understanding and use of aircraft forms must be demonstrated.

7.13.88. **P362–Pre-Takeoff.** This is a Phase IB training event. Pre-takeoff applies from aircrew assembly time through the “Before Takeoff” checklist. Student must perform pre-takeoff duties prescribed by flight manual and other governing directives. Procedures required by flight manual, checklist, and applicable directives must be accomplished with no omission or deviation that would detract from overall efficient conduct of the mission. Student must demonstrate effective coordination with their crew and support personnel to ensure aircraft is MR by briefed engine start time. *Note:* Preflight proficiency (P330) will be graded separately

7.13.89. **P363–Climb.** Event includes all activity from completing departure until level-off or stabilized cruise. Student will demonstrate ability to perform duties prescribed by flight manual and other governing directives. Omissions or deviations cannot compromise safety or detract from overall efficient conduct of the mission.

7.13.90. **P364–Cruise.** Event includes all activity not specifically covered in other areas of flight. Student must demonstrate proficiency in the following:

7.13.90.1. Procedures required by flight manual, checklist, and applicable directives must be accomplished with no omissions or deviations that would detract from overall efficient conduct of the mission.

7.13.90.2. In-flight data logs (structural assessment, engine monitoring, and flight plan and fuel log) must be completed and updated according to pertinent directives. Errors or omissions cannot detract from accuracy and effectiveness of the log.

7.13.90.3. For in-flight fuel replanning, student must effectively utilize general navigation skills (N160), required FLIPs (or navigational charts if required), flight plan and fuel log, FMS (P371), and performance manual to accomplish actual or simulated in-flight replanning of fuel requirements due to mission changes. Student must effectively coordinate with crew to accurately assess the situation for replanning fuel requirements. Student must complete these tasks in sufficient time to prevent delays or unsuccessful completion of the mission. Fuel computation error cannot exceed tolerances in volumes of AFI 11-2KC-10, Volume 3. Instructor will stress importance of being prepared for mission changes and in-flight replanning at any time.

7.13.91. **P365–Autopilot-off Cruise.** Accomplish any time during flight for a minimum of 15 minutes with autopilot disengaged. Do not credit during takeoff, departure, approach, or transition phase.

7.13.92. **P366–Checklist Procedures and Use.** Accomplish all checklists according to governing TOs.

7.13.93. **P367–Crew Coordination.** Instruct each crew member in techniques and procedures for close coordination with other crew positions according to flight manual and applicable instructions. Emphasize crew coordination during mission planning, preflight, and throughout each flight. Each crew member must understand the need for close crew coordination.

7.13.93.1. ACs must demonstrate ability to command crew in effective and efficient manner while performing their own duties. Pilots must accomplish duties in flight manual, assist AC as directed, and take command of crew in AC's absence.

7.13.93.2. FE initial qualification and requalification include all phases of operation during which two or more crew members must coordinate information or actions. Student must coordinate effectively with other crew members and supporting agencies during all phases of the mission as required by flight manual, mission requirements, or governing directives incurring no more than minor delays, misunderstandings, or confusion. Student actions must not affect overall efficient conduct of mission. Areas of emphasis are:

7.13.93.3. Coordination with BO during aircraft preflight

7.13.93.4. Coordination with AC and support personnel to ensure aircraft is MR by briefed engine start time

7.13.93.5. Coordination with BO before flight concerning:

7.13.93.6. Zone loading restrictions (cargo missions only)

7.13.93.7. Fuel load distribution (identify fuel location for takeoff and ballast fuel requirements for cargo loading or unloading)

7.13.93.8. Aircraft zero fuel weight and zero fuel CG

7.13.93.9. Coordination with BO on aircraft emergencies and abnormals

7.13.93.10. Coordination between student and crew during AAR

7.13.93.11. BO initial qualification and requalification. Includes all phases of operations during:

7.13.93.12. which two or more crew members must coordinate information or actions. Student must coordinate effectively with other crew members and supporting agencies during all phases of the mission as required by flight manual, mission requirements, or governing directives, incurring no more than minor delays, misunderstandings, or confusion. Student's actions must not affect overall efficient conduct of the mission. Areas of emphasis are:

7.13.93.13. Coordination with FE during all phases of the mission that affect aircraft CG.

7.13.93.14. Coordination with other crew members concerning aircraft emergencies or abnormals.

7.13.93.15. Coordination with support agencies to ensure orderly flow during cargo operations. (Phase II.)

7.13.93.16. Coordination with other mission BOs to ensure they work together as team to complete all phases of each mission.

7.13.93.17. Coordination with and brief AC concerning hazardous cargo. (Proficiency in Phase II.)

7.13.94. **P368–Postflight.** Event covers all activity from completing the Parking Checklist through maintenance debriefing. Student will demonstrate ability to:

7.13.94.1. Accomplish all procedures required by flight manual and applicable directives with no omission or deviation that detracts from overall efficient conduct of the mission.

7.13.94.2. Complete all forms and logs, including AFTO Form 781A, *Maintenance Discrepancy and Work Document* and AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance*, both prescribed by T.O. 00-20-1, and required maintenance debrief forms. Forms must be accomplished with no more than minor omissions or errors that did not affect accuracy and effectiveness of forms. AFTO Form 781A entries must contain sufficient data (to include in-flight troubleshooting) to facilitate maintenance troubleshooting the write-up.

7.13.94.3. Accomplish all post-mission duties if maintenance support is not available (G190 Aircraft Servicing).

7.13.95. **P370–Performance Knowledge and Use.**

7.13.95.1. **Aircraft Commander and Pilot initial qualification and requalification.** Student must verify accuracy of takeoff data computed by FE according to flight manual.

7.13.95.2. **FE initial qualification and requalification.** Student must correctly apply performance manual procedures and charts when computing data for mission planning and aircraft operations. Data must not exceed tolerances in volumes of AFI 11-2KC-10, Volume 3. Sample problems will be used to determine student proficiency in performance areas not normally encountered during local training missions. At a minimum, the following areas will be covered:

7.13.95.2.1. Obstacle limited takeoff (maximum ACL)

7.13.95.2.2. Screen height

7.13.95.2.3. Vmcg limited takeoff (maximum ACL)

7.13.95.2.4. Takeoff with contaminated runway (runway surface condition, RSC) (maximum ACL)

7.13.95.2.5. Windshear takeoff

7.13.95.2.6. Derated takeoff (runway condition reading, RCR-10)

7.13.95.2.7. Performance computations with WARP installed

7.13.95.2.8. Special Departure Procedures (SDP)

7.13.95.2.9. Electronic TOLD (ETOLD)

7.13.95.2.10. Computation of speeds for minimum maneuvering, holding or orbit, minimum AAR speed, receiver overrun speed, and endurance or maximum endurance

7.13.95.2.11. Landing data for normal, abnormal configurations (light, medium, and heavy gross weights [GW]), and dual hydraulic failures

7.13.95.2.12. Driftdown

7.13.96. **P371–FMS Operation.** This is a Phase IB training event. Student must demonstrate proficiency in FMS knowledge and procedures. Areas of emphasis are:

7.13.96.1. Loading database, flight plans, refueling patterns, approaches and waypoints

7.13.96.2. Performing routine functions throughout the sortie

7.13.96.3. Recognizing and documenting malfunctions and malfunction codes

7.13.97. **P372–Fuel Management and Conservation.** This is a Phase IB training event. Student FE must accomplish fuel management, including transfer when applicable, with no more than minor deviations from procedures outlined by flight manual. T.O. 1C-10(K)-5 limitations cannot be exceeded. Pilots and FE students must demonstrate knowledge and practical application of fuel conservation techniques and procedures addressed in flight manual, performance manual, local operating instructions, and applicable directives.

7.13.98. **P373–Equipment Operation.** This is a Phase IB training event. Student must demonstrate proficiency in operating all applicable aircraft systems and equipment as prescribed by flight manual. Includes individual systems knowledge, general panel operation, analysis of equipment malfunctions and use of proper corrective actions. This area does not include emergency or abnormal procedures.

7.13.99. **P374–Manual Throttle Operation.** This is a Phase IB training event. Student will manually compute takeoff power from performance manual, manually set this in the "Max Limit window" on the N1 gauges, and demonstrate manually setting engine power (ATS OFF) during takeoff and climb. Throttles should not be adjusted except to prevent exceeding engine

limitations. CL thrust should be recomputed every 5,000-foot pressure altitude for lapse rate temperature deviation.

7.13.100. **P375–Manual Pressurization.** This is a Phase IB training event. Student will operate pressurization system in "manual" from takeoff through landing and must maintain cabin rate of climb acceptable for crew and passenger comfort. Cabin altitude will be maintained according to altitude schedule placard on FE's upper panel. Student must demonstrate ability to prioritize cockpit duties to monitor and maintain manual control of pressurization system during flight from takeoff through landing.

7.13.101. **P377–Radar Operation.** This is a Phase IB training event. Operation of radar according to T.O. procedures during all phases of flight. Emphasize effective use of radar for weather avoidance (during departure, en route, and recovery), maintaining formation position, use of BCN and MKR modes during rendezvous, detecting overruns during receiver and tanker rendezvous, and tilt control and vectoring techniques for initial closure after receiver rendezvous. Practice tilt adjustment techniques using radar for skin painting aircraft as well as calculating cloud heights.

7.13.102. **P378–Communications.** This is a Phase IB training event. Student must demonstrate proficiency in the application of communications and interphone procedures required by flight manual and governing directives.

7.13.103. **P379–L-BAND SATCOM.** Student must accomplish all required transmissions and monitoring procedures according to flight manual. Minor omissions, errors, or delays that do not detract from communication of the message or efficient conduct of the mission are permissible.

**7.14. Qualification and Certification (Q) Events.** To be credited, applicable examination or evaluation must be satisfactorily completed according to AFI 11-202, Volume 2.

7.14.1. **Q001–Open Book Qualification Examination.**

7.14.2. **Q002–Closed Book Qualification Examination.**

7.14.3. **Q005–ATD Evaluation (Qualification and Upgrade).** Administered in ATD (WST or BOT) according to AFI 11-202, Volume 2. Required as course completion item for qualification, requalification, and upgrade training in this volume. Does not qualify individual for unsupervised flight. Pilot evaluations must include all in-flight requirements of an AFI 11-202, Volume 2 instrument evaluation.

7.14.4. **Q006–Senior Staff Basic ATD Evaluation.**

7.14.5. **Q007–Senior Staff Basic Qualification Evaluation.**

7.14.6. **Q008–Instructor Evaluation.** Administered in-flight according to AFI 11-202, Volume 2 and AFI 11-2KC-10, Volume 2 as supplemented. Required as a course completion item for instructor upgrade training as directed by this volume.

7.14.7. **Q011–Formation Lead Certification.** Program intent is to certify Aircraft Commanders who possess significant experience in flying all aspects of unit formation missions and are specifically qualified to lead formations. Program should include the following items:

7.14.7.1. Minimum of four hours of supervised study on formation procedures in AFI 11-2KC-10, Volume 3 and AAR T.O.s, as well as additional study materials provided by the FTU (which may include: standardized techniques, safety reports, recent flight crew information files (FCIF) related to formation, cross-flow information obtained from other tanker and receiver units, and materials provided by MAJCOM headquarters).

7.14.7.2. Closed-book examination administered by training section.

7.14.7.3. Minimum of three formation flights (two as lead) under supervision of an IP. At least one of the formation lead flights will be planned as a large formation (three or more aircraft). To the maximum extent possible, training should include tanker operations with heavy receivers and multiple fighter-type receivers and formation as receiver lead (where applicable). In addition, IMC and VMC wing-to-lead position change procedures will be demonstrated. IMC position change may be accomplished in the WST using existing tanker models.

7.14.7.4. Certification in writing by the squadron commander.**Notes:** 1. Phase IB formation training is creditable for Phase II formation lead certification if specifically mentioned on the final AF IMT 4025. 2. Lack of formation lead certification does not preclude swapping positions on a two-ship training mission for the purpose of conducting receiver AAR training. Formation lead certification is required for lead when two or more large (non-fighter) aircraft fly in formation during phases of flight other than refueling operations.

7.14.8. **Q015–Special Missions and Operations Certification.** Event will be used to document training and preparation for special missions and operations. Unit commanders will determine requirements for this event, missions to be certified using the event, and documentation requirements.

7.14.9. **Q017–ILS PRM Certification.** ILS PRM Certification training accomplished IAW paragraph

7.14.10. **Q022–Receptacle Equipped Day Fighter Certification.** Includes all types of receptacle equipped fighter aircraft.

7.14.11. **Q023–Receptacle Equipped Night Fighter Certification.** Includes all types of receptacle equipped fighter aircraft. Must demonstrate satisfactory progression in Q022 activity prior to accomplishing Q023 activity.

7.14.12. **Q039–Two-Engine Ferry Qualification Certification.** Accomplish at direction of HQ AMC/A3T/A3V.

7.14.13. **Q050–Aircraft Commander Touch-and-Go Landings.**

7.14.14. **Q051–Aircraft Commander Supervision of Touch-and-Go Landings.**

7.14.15. **Q052–Aircraft Commander Supervision of Receiver Air-to-Air Refueling.**

7.14.16. **Q090–Flight Publications Check.**

7.14.17. **Q160–IRC Exam.**

7.14.18. **Q170–Flight Evaluation Folder Review.**

7.14.19. **Q180–Cargo Mission Evaluation.** Administered to Boom Operators according to AFI 11-202, Volume 2 and AFI 11-2KC-10, Volume 2 as supplemented. Required prior to unsupervised cargo loading operations.

7.14.20. **Q280–GRACC.** Certification for completion of Global Ready Aircraft Commander Course requirements.

7.14.21. **Q580–Large Formation Certification.**

7.14.22. **Q583–MPD Receiver Air-to-Air Refueling.**

7.14.23. **Q584–Aircraft Commander Right Seat Receiver Air-to-Air Refueling.**

## **7.15. Air-to-Air Refueling (R) Events.**

### **7.15.1. R010–Receiver AAR.**

7.15.1.1. **Pilot Upgrade (ACIQ, PRQ, PCO and in-unit upgrade):** Aircraft commander upgrade students must be able to establish contact under simulated conditions of radio silence, amplifier override (manual boom latching), pilot director lights out, and tanker autopilot-off. Students will demonstrate proficiency in day activity to an instructor prior to advancing to night activity (not applicable for instructor upgrade). Night activity should include practice in rendezvous, closure, and contacts until able to maintain contact for 5 minutes without disconnect. Toggles-engaged time does not apply during tanker autopilot-off operations.

7.15.1.2. **Pilot upgrade (Instructor):** Aircraft Commanders upgrading to instructor must be very familiar with, and able to communicate, the dynamic refueling environment. In addition to the requirements in the above paragraph they must also be able to demonstrate the air-to-air refueling envelope.

7.15.1.3. **Pilot Continuation Training:** Aircraft Commanders should accomplish 10 minutes of toggles-engaged time. Toggles-engaged time does not apply during tanker autopilot-off refueling or during higher headquarters missions.

7.15.1.3.1. Receiver AAR (R010) logged in the WST should accomplish either 15 minutes of closures from pre-contact to contact, or a sustained contact of 5 minutes.

7.15.1.4. **Flight Engineer Qualification:** Student must demonstrate ability to perform duties prescribed by flight manual, AAR T.O.s, and other governing directives without omissions or

deviations that would detract from overall safe and efficient conduct of the mission. Primary areas of responsibility are:

7.15.1.4.1. Fuel transfer and management

7.15.1.4.2. Checklist initiation and accomplishment

7.15.1.4.3. Crew coordination and monitoring rendezvous

7.15.1.4.4. Breakaway procedures

7.15.1.4.5. Aircraft performance capabilities (holding speed, AAR speeds, overrun speed, formatting altitude)

7.15.1.5. **Flight Engineer Continuation Training:** Accomplishing FE duties prescribed by flight manual, AAR T.O.s, and other governing directives.

7.15.2. **R011–Receiver AAR, Indoctrination.** Consists of instructor-supervised AAR for the pilot (should be accomplished in the left seat) to assure ability of taking control of the aircraft to safely clear the tanker in emergency and execute a breakaway maneuver.

7.15.3. **R012–Receiver AAR, Day.** (Dual-log with R010.)

7.15.4. **R013–Receiver AAR, Aircraft.** (Dual-log with R010.)

7.15.5. **R016–Right Seat Receiver AAR.** Receiver AR conducted by pilots in either aircraft or WST.

7.15.6. **R017–Left Seat Receiver AAR.** Receiver AR conducted by pilots in either aircraft or WST.

7.15.7. **R020–Receiver AAR, Night.** Refueling accomplished when tanker external lighting is required to define visual references. (Dual-log with R010.)

7.15.8. **R030–Receiver AAR, Heavyweight.** (Dual-log with R010.)

7.15.8.1. **Pilot:** Requires minimum onload of 10,000 pounds with an end refueling GW of 556,000 pounds or greater. Event need not be accomplished before initial qualification. However, event must be accomplished under direct IP supervision prior to unsupervised accomplishment. To maximize training, recommend event be accomplished behind KC-135. Initial training must be accomplished in the aircraft. To credit R030 in the aircraft, a minimum of 2 contacts, one for at least ten minutes, is required. If the closures, contacts, and disconnects are stable, 2 contacts may be combined for the ten minute “toggles-engaged” time.

7.15.8.1.1. Receiver AAR, Heavyweight (R030) logged in the WST should accomplish either 15 minutes of closures from pre-contact to contact, or a sustained contact of 5 minutes.



7.15.8.2. **Flight Engineer:** Requires either the aircraft GW be equal to or greater than 556,000 pounds or the total of all body tank fuel and aircraft zero fuel weight must be equal to or greater than 414,000 pounds at end of refueling. The following further illustrates this guidance:

7.15.8.2.1. Qualification training. Instructor will evaluate student knowledge of receiver heavyweight mission planning, fuel management, AAR T.O. procedures, performance, and limitations. Objective is to ensure Phase IA heavyweight receiver training objectives were achieved and retained. If scheduling restrictions prevent accomplishment of event in-flight, instructor may evaluate student proficiency by discussion, oral examination, or using sample problems or scenarios.

7.15.8.2.2. Continuation training. Event reinforces fuel management procedures, develops and refines fuel management techniques for reducing boom contact time, and reviews aircraft and performance limitations associated with heavyweight receiver AAR. ATD will be the primary method for accomplishing FE training requirement for this event.

7.15.9. **R040–Receiver AAR Breakaway or Emergency Separation.** Initiated with receiver in AAR envelope. Aircraft Commanders and Pilots must demonstrate proficiency in executing breakaway. Flight engineers must demonstrate proficiency in flight engineer duties during a breakaway.

7.15.10. **R050–Receiver AAR, Tanker Autopilot-Off.**

7.15.11. **R055–Receiver AAR, Anchor AARA.** (Dual-log with R010.)

7.15.11.1. Qualification Training (KC-10 PIC, ACIQ, PRQ, PCO and in-unit upgrade). Students must be able to establish and maintain contact. May be flown day or night; if flown at night, students must have demonstrated proficiency in day activity (not applicable for instructor upgrade). Activity should include practice in rendezvous, closure, and contacts until able to maintain contact in a turn, preferably in an anchor area for 5 minutes without disconnect. Toggles-engaged time does not apply during tanker autopilot-off operations. May be accomplished during Phase II training if availability precludes accomplishment at the FTU. FTU will notify gaining squadron of the requirement.

7.15.11.2. Continuation Training. Aircraft Commanders should accomplish 10 minutes of toggles-engaged time. Toggles-engaged time does not apply during tanker autopilot-off refueling or during higher headquarters missions.

7.15.11.2.1. Receiver AAR, Anchor AARA (R055) logged in the WST should accomplish either 15 minutes of closures from pre-contact to contact, or a sustained contact of 5 minutes.

7.15.12. **R060–Tanker AAR.** Credit only one R060 for each receiver formation and AAR control time (ARCT) refueled regardless of number of aircraft. 10-minute toggles-engaged time is desired. Pilots may receive credit for either PF or PNF duties.

7.15.12.1. Flight Engineer Qualification. Student must demonstrate ability to perform duties prescribed by flight manual, AAR T.O.s, and other governing directives without omissions or

deviations that would detract from overall efficient conduct of the mission. Primary areas of responsibility are:

7.15.12.1.1. Fuel transfer and management

7.15.12.1.2. Checklist initiation and accomplishment

7.15.12.1.3. Crew coordination and monitoring rendezvous

7.15.12.1.4. Breakaway procedures

7.15.12.1.5. Aircraft performance capabilities (orbit speed, minimum AAR speed, formatting altitude, maximum tanker GW)

7.15.12.2. Flight Engineer Continuation Training. Accomplishing crew-specific duties prescribed by flight manual, AAR manual, and other governing directives (rendezvous through post AAR checklist).

7.15.13. **R070–Tanker AAR Breakaway or Emergency Separation.** Breakaway or emergency separation should be initiated with the receiver in the AAR envelope. The pilot and BO must demonstrate proficiency in executing breakaway procedures.

7.15.14. **R080–Tanker AAR, Autopilot-Off.** All axis of the tanker autopilot must be disengaged and AAR contacts should be practiced for a minimum of 10 minutes.

7.15.15. **R090–Slow Speed Tanker AAR.** Rendezvous and tanker AAR with any aircraft (i.e. A-10, B-52, or C-130) that might require using minimum AAR speed. If this AAR is unavailable, a "Slow Speed Tanker Refueling Exercise" may be substituted (see AFTTP 3-3.KC-10). Each student will explain ATP-56(B) procedures and limitations for aircraft that may require slow speed AAR down to minimum AAR speed (i.e. 1.2G cruise buffet onset, with additives). In addition, each student will compute minimum AAR speed and maximum tanker GW for various KC-10 configurations and altitudes.

7.15.16. **R120–Contacts.** Total Number. For qualification, satisfactory progress in day contacts must be demonstrated prior to attempting radio silent or night contacts. If accomplished in the BOT, up to 5 contacts may be logged under all environmental conditions and may be dual logged with R140 contacts.

7.15.17. **R125–Day Contacts.** For initial qualification or requalification, day proficiency must be demonstrated prior to attempting Radio Silent or Night Contacts. Dual log with R120.

7.15.18. **R130–Night Contacts.** Contacts made when the use of external lighting is required to aid in refueling. Dual log with R120.

7.15.19. **R140–Tanker Manual Contacts.** Prior to attempting tanker manual contacts, students must demonstrate knowledge of tanker manual operation (TMO) equipment and procedures. Dual log with R120.

7.15.20. **R150–Fighter Contacts.** Log the actual number of contacts accomplished. Formal school and USAF Expeditionary Center instructors may credit one R150 accomplished in the BOT between actual contacts in the aircraft. Dual log with R120.

7.15.21. **R160–Radio Silent Breakaway.** Event is to be accomplished as a tanker for boom operators and as a receiver for pilots and flight engineers using radio silent procedures. No radio call will be made during accomplishment of breakaway unless it is needed due to actual emergency or system malfunction. This event may take place with the receiver in either the contact or pre-contact position. Should this event be scheduled as part of a radio silent AAR, coordination can be done any time prior to the flight.

7.15.22. **R165–Radio Silent AAR.** Refueling accomplished without any EMCON 1 or 2 required radio calls. Any type receiver may be used for training.

7.15.23. **R170–Tanker Heavyweight Offload.** Requires aircraft GW  $\geq$  556,000 pounds or total of all body tank fuel and zero fuel weight  $\geq$  414,000 pounds at start of refueling.

7.15.23.1. Qualification Training. Instructor will evaluate student knowledge of tanker heavyweight mission planning, fuel management, T.O. procedures, performance, and limitations. Objective is to ensure Phase IA heavyweight tanker training objectives were achieved and retained. If scheduling restrictions prevent accomplishing event in-flight, instructor may evaluate student's proficiency by oral examination or using sample problems and scenarios.

7.15.23.2. Continuation Training. Primary purpose of event is to reinforce fuel management procedures and techniques and review aircraft performance limitations associated with heavyweight tanker AAR. ATD will be primary method for accomplishing this event.

7.15.24. **R180–Radio Silent Visual Signals.** This is a Phase IB training event if not accomplished in Phase IA. The preferred method for training pilots is to accomplish this item in the WST. Pilots must be able to recognize and signals and take appropriate action. Reference to checklist is permissible for all but "Breakaway" signal. BOs must use applicable boom signal and pilot director light coaching switches to direct receiver from pre-contact through post AAR. Coordination between pilots and BOs prior to Radio Silent operation is mandatory. BO may accomplish in BOT or aircraft during upgrade.

7.15.25. **R190–Drogue System Operation.**

7.15.25.1. Contractor Qualification Training. Utilizing BOT, BO demonstrates procedures for deploying and rewinding AAR drogue. Applicable emergency procedures for jettisoning drogue will be demonstrated.

7.15.25.2. In-Flight Training. BO will accomplish procedures for deploying and rewinding AAR drogue.

7.15.25.3. Initial Qualification Training. Pilots and FEs will be briefed on all drogue procedures.

7.15.26. **R195–WARP System Operation.** All crew members are required to be familiar with the Wing AAR Pod system. Training will emphasize unique performance considerations, preflight procedures, system operation, and system malfunctions. Training will include an aircraft field trip. In addition, BOs will demonstrate proficiency in operating WARP system in BOT or in-flight by accomplishing checklist procedures for deploying and rewinding both wing-mounted drogues.

7.15.27. **R200–AAR Operations.** This is a Phase IB training event. Event is designed to provide student with knowledge of procedures, techniques, and crew coordination requirements of the FE. Student will demonstrate knowledge of terminology, procedures, and FE responsibilities for the following operations:

7.15.27.1. Buddy departure and join-up (vertical, horizontal separation, and inter-plane communications)

7.15.27.2. Formation (vertical, horizontal separation, and interplane communications)

7.15.27.3. AAR formation (vertical, horizontal separation, and interplane communications)

7.15.27.4. RV Delta (altitude separation, receiver armament, turn range and offset computations)

7.15.27.5. RV Golf (timing, aircraft separation)

7.15.27.6. Rendezvous overrun (airspeed as a receiver and as a tanker)

7.15.27.7. Radio silent visual signals (location in the AAR TOs and application)

7.15.27.8. Breakaway

7.15.27.9. Rendezvous, AAR and formation EMCON options.

#### **7.16. Special Operations (SOAR) (S) Events. (N/A KC-10).**

**7.17. Survival (SS) Events.** AFI 16-1301 is SERE parent regulation. In such case where there is a conflict between this reference and the parent regulation, the parent regulation takes precedence. Refer to table 2.4 for SS event frequencies and grounding items. OPR is HQ AMC/A3DT; Wing OPR is OSS/OSK. Courseware and guidance provided by HQ AMC/A3DT (POC: MAJCOM SERE Functional Manager).

7.17.1. **SS01–Local Area Survival Training (LAS).** Provide familiarity with local SERE policies and procedures and preparation for deployment. Identify environmental aspects that could affect an aircrew member in a local area, survival scenario. SS01 is a one-time requirement per PCS.

7.17.2. **SS02–Combat SERE Training (CST).** Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs. Mission Ready (MR) and Combat Mission Ready (CMR) personnel will receive CST not to exceed 36 months between events. See AFI 16-1301, and AMC Supplement. **Additional Information:** This course must be taught by 1T0x1 SERE

Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager (AF/A3O-AS).

7.17.3. **SS03–Conduct after Capture (CAC).** Training is mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive CAC not to exceed 36 months between events. Must be completed prior to being awarded mission ready status. See AFI 16-1301, and MAJCOM supplements. **Additional Information:** This course be taught by 1T0x1 SERE Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager AF/A3O-AS).

7.17.4. **SS05–Water Survival Training (WST).** Provides aircrews with training necessary for a ditching or bailout over water situation. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel will receive water survival training not to exceed 36 months. Refer to AFI 16-301 and AMC supplement for further information.

7.17.5. **SS07–Contingency SERE Indoctrination (CSI). Also called High Risk of Isolation.** Combatant Command-directed training activity, designed to prepare high risk of isolation (HRI) personnel deploying to a specific theater of operations or contingency. CSI is also referred to as High Risk of Isolation (HRI), and is usually conducted by SERE Specialists, or COCOM certified personnel. Parent regulation is either the COCOM theater entry requirement, or the *Foreign Clearance Manual (eFCG)*, depending on the COCOM.

7.17.6. **SS20–Combat SERE Training, Wartime Level C.** Air Force equivalent course is **S-V80-A (Initial)**. Refer to AFI 16-1301.

7.17.7. **SS32–Water Survival Training, Non-Parachuting.**

**7.18. GRACC (V) Events.**

7.18.1. **V280–Pilot to Aircraft Commander Upgrade Phase I.**

7.18.2. **V281–Pilot to Aircraft Commander Upgrade Phase II.**

7.18.3. **V282–HQ AMC Visit.**

**7.19. Visual Low Level (VL) Events. (N/A KC-10).**

**7.20. Visual Threat Recognition & Avoidance (VT) Events.** See AFI 14-103, *Threat Recognition Training Materials Production Program* and AFI 14-105.

7.20.1. **VT01–Initial VTRAT Training.** An automated course of classified instruction consisting of a sequence of lessons that exposes aircrew members to the various characteristics of threat scenarios to train aircrew members on scanner duties during an anti-aircraft engagement. Allows the student to attain the level of expertise required for a qualified scanner. HQ OPR is AMC/A3D, A3T; Courseware and guidance provided by ATS Contractor. **Additional Information:** One time event. The training includes group academics and/or threat

Recognition Video (when available) followed by an individual VTRAT Trainer performance test. Recurring threat identification training will be accomplished by VT05.

**7.20.2. VT05–Threat Recognition Refresher.** Ensures aircrews are trained to recognize tactical environment aircraft threats. Complete using Tactics Threat Recognition video (when available) or the VTRAT Trainer device. VTRAT is available at both KC-10 training sites; advance scheduling notice is required. VT05 may be completed in conjunction with G060. HQ OPR is AMC/A3D; Instruction provided by Unit Tactics.

**7.21. NVG (VV) Events. (N/A KC-10).**

**7.22. Unit Defined “X” Events.** These identifiers should be used if units choose to track the associated events and items in ARMS. Define events in the local supplement to this AFI. OG/CCs will review all “X” events for relevancy to the unit’s mission during the TRP. This review will be documented in the TRP minutes.

**7.22. (TRAVIS) Unit Defined —“X” Events.** Local “X” events will be listed and defined within the “X” event letter signed by the OG/CC and maintained by 60 OSS/OST. The most recent “X” event letter will be posted to the 60 OG OSS/OST SharePoint Website (reference **Attachment 1** of this supplement)

**7.23. Adopted Forms.**

AF Form 8, *Certificate of Aircrew Qualification*; AF Form 63 *Active Duty Service Commitment (ADSC) Acknowledgement Statement*, AF Form 522, *USAF Ground Weapons Training Data*; AF Form 847, *Recommendation for Change of Publication*; AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*; AF Form 1522, *ARMS Additional Training Accomplishment Report*; AF Form 4022, *Aircrew Training Folder*; AF Form 4023, *Aircrew Training Progress Report*; AF Form 4024, *Aircrew Training Accomplishment Report*; AF Form 4025, *Aircrew Summary/Closeout Report*; AF Form 4031, *CRM Skills Criteria Training/Evaluation*; AF Form 4168, *COMSEC Responsible Officer and User Training Checklist (LRA)*. AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*; AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*; AFTO Form 781A, *Maintenance Discrepancy and Work Document*; AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance*; DD Form 365-4, *Weight and Balance Clearance Form F - Transport/Tactical*; DD Form 1833, *Isolated Personnel Report (ISOPREP)*.

PHILIP M. BREEDLOVE, Lt Gen, USAF  
DCS, Operations, Plans and Requirements

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JAMES C. VECHERY, Col, USAF  
60AMW/Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

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### ***Abbreviations and Acronyms***

**A3T**—Chief, Aircrew Operations and Training

**A**—Annual

**AARA**—Air to Air refueling Area

**AAR**—Air to Air Refueling

**AC**—Aircraft Commander

**ACDE**—Aircrew Chemical Defense Ensemble

**ACDT**—Aircrew Chemical Defense Training

**ACDTQT**—Aircrew Chemical Defense Task Qualification Training

**ACIQ**—Aircraft Commander Initial Qualification (previous MWS Aircraft Commanders or FAIP/OSA Aircraft Commanders), aka PTX-1

**AD**—Active Duty

**ADS**—Automatic Dependent Surveillance

**ADSC**—Active Duty Service Commitment

**AE**—Aeromedical Evacuation

**AEB**—Airman Evaluation Board

**AEF**—Air Expeditionary Force

**AETC**—Air Education and Training Command

**AF**—Air Force

**AFB**—Air Force Base

**AFC**—Aircrew Fundamentals Course

**AFCEA**—Air Force Civil Engineering Support Agency

**AFE**—Aircrew Flight Equipment

**AFEF**—Aircrew Flight Equipment Familiarization

**AFSA**—Air Force Flight Standards Agency

**AFI**—Air Force Instruction

**AFJI**—Air Force Joint Instruction

**AFMAN**—Air Force Manual

**AFMSS**—Air Force Mission Support System

**AFOSH**—Air Force Occupational Safety and Health

**AFPD**—Air Force Policy Directive

**AFRC**—Air Force Reserve Command

**AFSC**—Air Force Specialty Code

**AFTO**—Air Force Technical Order

**AFTTP**—Air Force Tactics, Techniques, and Procedures

**AGL**—Above Ground Level

**AIT**—Aircrew Intelligence Training

**ALEP**—Aircrew Laser Eye Protection

**AMC**—Air Mobility Command

**AMCAOS**—Air Mobility Command Auxiliary Operational Squadron

**AMW**—Air Mobility Wing

**ANG**—Air National Guard

**AP**—Auto Pilot

**APU**—Auxiliary Power Unit

**AQP**—Airport Qualification Program

**ARC**—Air Reserve Component (ANG and AFRC)

**ARCP**—AAR Control Point

**ARCT**—AAR Control Time

**ARIP**—AAR Initial Point

**ARMS**—Aviation Resource Management System

**ARMS**—Aviation Resource Management System

**ASEV**—Aircrew Standardization/Evaluation Visit

**ASR**—Airport Surveillance Approach

**ASRR**—Airfield Suitability and Restrictions Report

**AT**—Academic Training

**ATC**—Air Traffic Control

**ATD**—Aircrew Training Device

**ATOC**—Air Terminal Operations Center

**ATP**—Allied Tactical Publication

**ATS**—Aircrew Training System

**BAI**—Backup Aircraft Inventory

**BAQ**—BASIC AIRCRAFT QUALIFICATION/QUALIFIED

**B**—Biennial

**BMC**—Basic Mission Capable

**BO**—Boom Operator

**BOT**—Boom Operator Trainer

**CAC**—Conduct After Capture

**CATM**—Combined Arms Training Maintenance  
**CBRNE**—Chemical, Biological, Radiological, Nuclear and High Yield Explosive  
**CBT**—Computer-Based Training  
**CCAT**—Cabin Combat Arms Training  
**CC**—Commander or appropriate AFRC/ANG Operations Supervisor  
**CCE**—Contract Compliance Evaluations  
**CCP**—Command And Control Procedures  
**CCRW**—Command Curriculum Review Workshop  
**Cyclical (17—Month Qualification Evaluation Cycle)**  
**CEA CoE**—Career Enlisted Aviator Center of Excellence, Lackland AFB, TX  
**CEA**—Career Enlisted Aviator  
**CFIT**—Controlled Flight Into Terrain  
**CLT**—Cargo Loading Trainer  
**CNS/ATM**—Communication, Navigation, Surveillance/Air Traffic Management  
**COMSEC**—Communications Security  
**CONOPS**—Concept of Operations  
**CONUS**—Continental United States  
**CoP**—Community of Practice  
**CRG**—Contingency Response Group  
**CRM**—Crew Resource Management  
**CRO**—COMSEC Responsible Officer  
**CRW**—Contingency Response Wing  
**CSD**—Class Start Date  
**CSI**—Contingency SERE Indoctrination  
**CST**—Combat SERE Training  
**CTA**—Chemical Threat Area  
**CUR**—Currency  
**CWD**—Chemical Weapons Defense  
**DMO**—Distributed Mission Operations  
**DMT**—Distributed Mission Training  
**DNIF**—Duties Not Involving Flying  
**DOC**—Designed Operational Capability

**DOD**—Department of Defense

**DO**—Deputy Commander for Operations

**DRVSM**—Domestic Reduces Vertical Separation Minimum

**DSN**—Defense Switched Network

**EAR**—Event Accomplishment Report

**EGPWS**—Enhanced Ground Proximity Warning System

**EMCON**—Emission Control

**EMTF**—Expeditionary Mobility Task Force

**EOC**—End Of Course

**EOR**—Explosive Ordnance Reconnaissance/Recognition

**EPA**—Evasion Plans Of Action

**EP**—Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties on the mission

**ESD**—Evaluator Standards Document

**ETCA**—Education and Training Course Announcements

**ETP**—Equal Time Point

**FAA**—Federal Aviation Administration

**FAA AC**—Federal Aviation Administration Advisory Circular

**FAIP**—First Assignment Instructor Pilot

**FB**—Basic Qualified Boom Operator

**FE**—Flight Examiner

**FEB**—Flight Evaluation Board

**FEF**—Flight Evaluation Folder

**FEO**—Flight Equipment Officer

**FIR**—Flight Information Region

**FLIP**—Flight Information Publications

**FMS**—Flight Management System

**FMS**—Foreign Military Sales

**FOD**—Foreign Object Damage

**FP**—Flight Qualified Pilot

**FPL**—Flight Qualified Non-Mission Ready Pilot (ACIQ/PRQ/PCO graduate in local MR training, or FTL E pilots)

**FPN**—Flight Qualified Non-Mission Ready Pilot (ACIQ/PRQ/PCO students prior to checkride, PIQ Graduate in local MR training, or SOC graduate)

**FPQ**—Flight Qualified Mission Ready MPD Pilot  
**FS**—Flight Surgeon  
**FTC**—Faculty Training Course  
**FTD**—Flight Training Device  
**FTL**—Flying Training Level  
**FTU**—Formal Training Unit  
**GPS**—Global Positioning System  
**GRACC**—Global Ready Aircraft Commander Course  
**GST**—Ground System Training  
**GT**—Ground Training  
**GTL**—Ground Training Level  
**HARM**—Host Aviation Resource Management  
**HARMS**—Host Aviation Resource Management System  
**HF**—High Frequency  
**HQ**—HAVE QUICK  
**HQ**—Headquarters  
**HRI**—High Risk of Isolation  
**HVAA**—High Value Airborne Asset  
**IA**—Information Assurance  
**IAP**—Instrument Approach Procedure  
**IAW**—In Accordance With  
**ICAO**—International Civil Aviation Organization  
**IFE**—In-Flight Emergency  
**IFF/SIF**—Identification, Friend or Foe, Selected Identification Features  
**ILS**—Instrument Landing System  
**IMC**—Instrument Meteorological Conditions  
**IP**—Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission  
**IPD**—International Program Directives  
**IQT**—Initial Qualification Training  
**IRC**—Instrument Refresher Course  
**ISD**—Instructional Systems Development  
**ISOPREP**—Isolated Personnel Report

**ITO**—Individual Tryout  
**ITS**—Individual Training Summary  
**JP**—Joint Publication  
**KC—10 PIC**—KC-10 Pilot Instructor Course  
**LAAR**—Low Altitude Air Refueling  
**L-BAND**—Satellite Communications Frequency  
**LCL**—Local  
**LOAC**—Law Of Armed Conflict  
**MAF**—Mobility Air Force  
**MAJCOM**—Major Command  
**MANPAD**—Man-Portable Air-Defense System  
**MCT**—Mission Certification Training  
**MDS**—Mission-Design-Series (i.e. KC-10A)  
**MEP**—Mission Essential Personnel  
**MISREP**—Mission Reports  
**MLS**—Microwave Landing System  
**M**—Monthly  
**MOB**—Main Operating Base  
**MOST**—Mission-Oriented Simulator Training  
**MPD**—Mobility Pilot Development  
**MPF**—Military Personnel Flight  
**MP**—Mission Pilot  
**MPN**—Aircraft Commander (Non-Mission Ready)  
**MQF**—Master Question File  
**MQT**—Mission Qualification Training  
**MR**—Mission Ready  
**MSN**—Mission  
**MTL**—Master Task Listing  
**MWS**—Major Weapon System  
**MX**—Maintenance  
**N/A**—Not Applicable  
**NAF**—Numbered Air Force

**NCO**—Non-Commissioned Officer  
**NLT**—Not Later Than  
**NMR**—Non-Mission Ready  
**NOTAM**—Notice To Airmen  
**N/R**—Not Required  
**OCONUS**—Outside the Continental United States  
**OG/CC**—Operations Group Commander  
**OG**—Operations Group  
**OGV**—Operations Group Standardization and Evaluation  
**ONP**—Over-Water Navigation Procedures  
**OPLAN**—Operations Plan  
**OPORD**—Operations Order  
**OPR**—Office Of Primary Responsibility  
**OSA**—Operational Support Airlift  
**OSS**—Operations Support Squadron  
**PAA**—Primary Aircraft Authorization  
**PAI**—Primary Aircraft Inventory  
**PAMS**—Pilot Absorption Management System  
**PA**—Privacy Act  
**PCMCIA**—Personal Computer Memory Card Interface Association  
**PCO**—Pilot Check Out  
**PCS**—Permanent Change of Station  
**PF**—Pilot Flying  
**PFT**—Programmed Flying Training  
**PIC**—Pilot In Command  
**PIQ**—Pilot Initial Qualification  
**PL**—Public Law  
**PO/QAR**—Project Officer/Quality Assurance Representative  
**POC**—Point Of Contact  
**PO**—Project Officer  
**P**—Proficient  
**PRD**—Program Requirements Document



**PRM**—Precision Runway Monitoring

**PR**—Progress Review

**PTT**—Part Task Trainer

**PTX—1**—Pilot Transition Course, unqualified in MDS over 8 years, IAW AFI11-202v1 (KC-10 equivalent course is ACIQ)

**PTX—2**—Pilot Transition Course, unqualified 39 or 48 months to 8 years (Not Used KC-10)

**PTX—3**—Pilot Transition Course unqualified less than 39 or 48 months, IAW AFI11-202v1 (KC-10 equivalent course is PRQ)

**PTX—4**—Squadron Commander or locally directed training

**QAI**—Quality Assurance Issue

**QA**—Quality Assurance

**QAR**—Quality Assurance Representative

**QTG**—Qualification Test Guide

**RCR**—Runway Condition Reading

**RDS**—Records Disposition Schedule

**RNAV**—Area Navigation

**RNP**—Required Navigation Performance

**RQT**—Requalification Training

**RSC**—Runway Surface Condition

**RTRB**—Realistic Training Review Board

**RVSM**—Reduce Vertical Separation Minimum

**SA/AM**—Special Assignment Airlift Mission

**SABC**—Self Aid Buddy Care

**SARMS**—Squadron Aviation Resource Management System

**SATCOM**—Satellite Communications

**SAT**—Small Arms Training

**SELCAL**—Selective Calling System

**SERE**—Survival, Evasion, Resistance, And Escape

**SG**—Surgeon General

**SIMCERT**—Simulator Certification

**SIM**—Simulator

**SIPRNET**—Secret Internet Protocol Router Network

**SME**—Subject Matter Expert

**SOAR**—Special Operations Air Refueling

**SOC**—Senior Officer Course

**SORTS**—Status of Resources And Training System

**SOW**—Statement of Work

**SPINS**—Special Instructions

**Sq/CC**—Squadron Commander

**Sq/DO**—Squadron Director of Operations

**SRB**—System Review Board

**SSN**—Social Security Number

**Stan/Eval**—Standardization and Evaluation

**SUPT**—Specialized Undergraduate Pilot Training

**T.O.**—Technical Order

**TOD**—Time of Day

**TACAN**—Tactical Aid to Navigation

**TACC**—Tanker Airlift Control Center

**TCAS**—Traffic Alert Collision Avoidance System

**TDY**—Temporary Duty

**TERPS**—Terminal Instrument Procedures

**TG**—Training Guide

**TIM**—Technical Interchange Meeting

**TI**—Theater Indoctrination

**TL**—Training Level

**TMO**—Tanker Manual Operation

**TMS**—Training Management System

**TOD**—Time Of Day

**TOT**—Time Over Target

**TRP**—Training Review Panel

**TTF**—Tanker Task Force

**TTP**—Tactics, Techniques, And Procedures

**TX—1**—Transition Course, unqualified in MDS over 8 years, IAW AFI11-202v1

**TX—2**—Transition Course, unqualified 39 or 48 months to 8 years, IAW AFI11-202v1

**TX—3**—Transition Course, unqualified less than 39 or 48 months, IAW AFI11-202v1

**TX**—Transition

**UB**—Unqualified Boom Operator

**UE**—Unit-Equipped

**UHF**—Ultra High Frequency

**UIR**—Upper Information Region

**UMD**—Unit Manning Document

**UP**—Unqualified Pilot

**USAFEC**—United States Air Force Expeditionary Center

**USAF**—United States Air Force

**USAFWS**—United States Air Force Weapons School

**US**—United States

**UTA**—Unit Training Assembly

**VFR**—Visual Flight Rules

**VHF**—Very High Frequency

**VMC**—Visual Meteorological Conditions

**VOR**—VHF Omnidirectional Range

**VTRAT**—Visual Threat Recognition and Avoidance Trainer

**Wg/CC**—Wing Commander

**WIC**—Weapons Instructor Course

**WPS**—Weapons School

**WST**—Weapon System Trainer

**WX**—Weather

### ***Terms***

**AAR Mission.**—Flight that involves AAR procedures as a tanker or receiver aircraft.

**Academic Training.**—A course of instruction including, but not limited to, classroom instruction for aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

**Aeromedical Evacuation (AE).**—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

**Aircraft Commander (AC).**—Pilot who has been certified to perform “pilot -in-command” duties.

**Aircrew Training Device (ATD).**—Includes flight training device (FTD), boom operator trainer (BOT), weapons systems trainer (WST), FMS trainer, cargo loading trainer (CLT), aircraft systems trainer (AST), and other flight simulators.

**Aircrew Training System (ATS).**—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training. Air Force conducts all flight training.

**Annual.**—Training required once every calendar year.

**Basic Aircraft Qualified (BAQ).**—Aircrew member who has successfully completed an in - flight evaluation, but is not mission qualified in his or her assigned aircraft.

**Biennial.**—Training required once every two calendar years.

**Boom Operator Trainer (BOT).**—Aircrew Training Device (ATD) providing synthetic flight, capable of system and emergency procedures training in which KC -10 Boom Operators learn, develop, improve, and integrate skills associated with the KC-10 boom pod. The KC-10 ATS operates two BOTs, one at McGuire AFB and one at Travis AFB.

**Cargo Load Trainer (CLT).**—A miniature, scaled model representing the cargo portion of the fuselage and various pallet models in which KC -10 boom operators learn, develop, and improve understanding of basic cargo loading practices. The KC-10 ATS operate one scaled model CLT at McGuire AB and Travis AFB.

**Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM).**—The USAF is equipping aircraft to meet a specific Communication, Navigation, or Surveillance mandate to fly in a sovereign nation's specified airspace. CNS/ATM addresses the three major system categories worldwide (communication, navigation, and surveillance) and includes the intended end state for these changes: the transition from Air Traffic Control (ATC) to Air Traffic Management (ATM). The term further achieves standardization DoD-wide.

**Communications Security (COMSEC).**—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

**Computer- Based Training (CBT).**—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

**COMSEC Responsible Officer.**—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33-201, Volume 2.

**Contingency Response Wing (CRW) and Contingency Response Group (CRG).**—Team of qualified Air Force personnel established to control, coordinate, and function as an Air Force tanker and airlift C2 facility at a base where normal AMC C2 facilities are not established or require augmentation.

**Continuation Training.**—Ground and flight training events necessary to maintain mission - ready or basic aircraft qualification status.

**Crew resource Management (CRM) Training.**—See specifics of CRM in AFI 11-290. CRM is designed to improve aircrew teamwork, dynamics, and effectiveness.

**Critical Phases of Flight.**—Takeoff, air refueling, approach, and landing. The instructor must occupy one of the seats or stations, with immediate access to the controls.

**Currency Event.**—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the “CUR” column.

**Cycle.**—17-month cycle based on in-flight evaluation completion according to AFI 11-202 Volume 2 and AFI 11-2KC-10 Volume 2, and appropriate MAJCOM supplement.

**Difference Qualification Training.**—Training necessary to qualify an individual in a different tactic or system within the same aircraft or an aircraft that is a different series other than the one in which currently qualified.

**Direct Instructor Supervision.**—Instructor of like specialty with immediate access to controls (for pilot position, instructor will occupy either seat).

**Event.**—A training requirement or training event described in this AFI. Several events or tasks constitute a training profile.

**Familiarization Event.**—An item completed by demonstration, observation, briefing, or in -seat experience. Proficiency is not required.

**Flight Examiner or Evaluator.**—A crewmember designated to administer evaluations according to AFI 11-202 Volume 2, and the appropriate MAJCOM supplement.

**Flight Surgeon (FS).**—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that AFSC.

**Flight Training Device (FTD).**—Duplicate of WST without motion or visual system that provides enhanced systems training environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Crewmembers may operate individually or as a team.

**Flying Training Level.**—A standard assigned to crewmembers, by the squadron commander, directing flying continuation training requirements.

**Formal School Courseware.**—Training syllabi and all other materials used to conduct formal school courses.

**Global Ready Aircraft Commander Course (GRACC).**—A multi -step process designed to familiarize the new aircraft commander or aircraft commander candidate with the finer points of operating in the AMC en route system.

**Ground Training Level.**—A standard assigned to crewmembers, based upon experience and squadron commander recommendation, directing ground continuation training requirements.

**Instructor Supervision.**—A qualified instructor of like specialty supervising a maneuver or event.

**Instructor—Candidate.** A crewmember undergoing upgrade training to instructor.

**Instructor.**—Crewmember trained, qualified, and certified by the Sq/CC as an instructor.

**Instrument Simulator Sortie.**—Simulator training focusing primarily on instrument procedures.

**Loadmaster.**—Crewmember fully qualified to perform loadmaster duties.

**Main Operating Base.**—An active duty or AFRC/ANG training location.

**Mission Review Panel (MRP).**—Unit level staff, reviews previous day's flight and ground training.

**Mission-Oriented Simulator Training (MOST).**—Part of the aircrew CRM training program; includes a practical application, a full-mission scenario in ATD.

**Mission-Ready (MR).**—Crewmember who is current, qualified, and certified in the unit's missions.

**Mobility Pilot Development (MPD).**—The process by which a MPD pilot transitions from a new dual -seat qualified pilot in the MDS to a fully qualified and certified aircraft commander.

**Monthly.**—Training required once every calendar month. Crewmembers are "non -current" the day after event currency expires (i.e. a crewmember, who accomplished a *monthly* currency event on 5 September, becomes non-current on 1 November).

**Night.**—IAW AFI 11-202 Volume 3, *General Flight Rules*, and AFI 11-401, night is the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

**Non-Mission Ready (NMR).**—A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission.

**Overseas Sortie (OCONUS sortie).**—A sortie that includes a take -off or landing outside the 48 conterminous states of the United States.

**Part Task Trainer (PTT).**—A physical training device to practice a specific task (e.g., CLT).

**Pilot Initial Qualification (PIQ).**—Term used to describe the FTU course for initial qualification of a SUPT student into a MAF KC -10 pilot.

**Pipeline.**—An initial qualification trainee directed for training by the AF Personnel Center process.

**Primary Method.**—Training conducted normally at a location designated to train a course using a MAJCOM -approved syllabus.

**Quarterly.**—3-month periods defined as 1 October to 31 December (first quarter of the fiscal year), 1 January to 31 March, 1 April to 30 June, and 1 July to 30 September.

**Quinquennial.**—Training required once every 60 months. The expiration date is the last day of the month in which training is required. If training was accomplished on 19 Oct 98, the next training is due not later than 31 Oct 03.

**Refresher Simulator.**—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission -specific training requirements. Refresher simulators may be integrated into a block of training termed "phase training" for some weapon systems.

**Requalification Training.**—Training to requalify a crewmembers in an aircraft in which they have been previously qualified. See for requalification training requirements.

**Secondary Method.**—Training conducted at a location not normally designated to train a specific MAJCOM approved syllabus, e.g., airdrop qualification course conducted at a line unit.

**Semiannual.**—6-month training periods from 1 January to 30 June and 1 July to 31 December.

**Significant Training Event.**—A training event directly contributing to qualification and upgrade, e.g., computer based training CBT lesson, weapon system trainer (WST), ground training, flight, etc.

**Simulated Engine Failure Take-off Continued (EFTOC).**—Practice procedure simulating engine failure after a take-off or touch and go.

**Simulator.**—A fixed -based Aircrew Training Device (ATD) providing synthetic flight including: WST, FTD, and BOT

**Special Mission.**—Any mission requiring special qualification (PNAF, low -level AAR, etc.).

**Supervised Training Status.**—Crewmember will fly under instructor supervision as designated by the Sq/CC or evaluator. Use a result of loss of currency or due to less -than-qualified evaluation.

**Training Devices.**—All training devices, computer assisted instruction, sound -on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

**Training Level.**—A standard assigned to crewmembers, by the squadron commander, directing continuation training requirements.

**Training Management System.**—KC -10 training accomplishment tracking and management system.

**Triennial.**—Training required once every three calendar years.

**Unit overprint.**—An overprint of a form may be words printed over an original AF Form or a newly created form which has, at a minimum, the same information required on the original AF Form. The intent of these training forms is to have proper documentation during the training process. All locally developed forms/overprints should be approved through the appropriate Wing OST office.

**Unit.**—Unless otherwise specified in this volume, “unit” refers to squadron -level activity.

**Upgrade Training.**—Training to qualify a crewmember in a higher crew position.

**Weapon System Trainer (WST).**—Device with 6 degrees of motion and a visual system that provides synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Crewmembers may operate individually or as a team.

**Attachment 1 (TRAVIS)****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-2KC-10, Volume 1, *KC-10 Aircrew Training*, 1 December 2009

60 OSS/OST SharePoint Website – <https://eim.amc.af.mil/org/60oss/ost/default.aspx>

60 OSS/OSO SharePoint Website - <https://eim.amc.af.mil/org/60oss/currentops/default.aspx>

***Abbreviations and Acronyms***

**ASEV**—*Aircrew Standardization Evaluation Visit*

**C2**—*Command and Control*

**FMS**—*Flight Management System*

**IMC**—*Instrument Meteorological Conditions*

**ORM**—*Operational Risk Management*

**PDI**—*Pilot Director Indicators*

**PIC**—*Pilot in Command*

**Sq/CC**—*Squadron Commander*

**Sq/DO**—*Squadron Director of Operations*

**VMC**—*Visual Meteorological Conditions*



## Attachment 2

## AIRCREW TRAINING DOCUMENTATION

**A2.1. General Information.** This attachment provides standardized guidelines on proper training documentation. Instructions are provided for AF Form 4022, *Aircrew Training Folder*, AF Form 4023, *Aircrew Training Progress Report*, AF Form 4024, *Aircrew Training Accomplishment Report*, and AF Form 4025, *Aircrew Summary/Close-Out Report*, and aircrew training guides. These forms are prescribed in AFI 11-2C-5 Volume 1, *C-5 Aircrew Training*.

A2.1.1. Initiate a training folder (AF Form 4022 ) for **Table 6.2** formal training (either at formal school or in-unit), mission qualification, special qualification or certification training, in-unit upgrade program to the next higher crew qualification, requalification training (either at formal school or in-unit), or for any corrective action or additional training.

A2.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF Form 4023 or the training guide. Use the existing training folder for end-of-course evaluations that result in additional training.

A2.1.1.2. At the unit's discretion, training folders for an individual undergoing more than one training program in a short period of time may combine all training into one AF Form 4022; e.g., a tanker pilot upgrading to AC may have his or her upgrade, mission qualification, and formation lead training combined in one folder.

A2.1.2. Formal schools will send AF Form 4022 with all training records to the trainee's gaining unit. Squadron commanders will review formal school training records and enter appropriate comments on the training guide progress record or AF Form 4023.

A2.1.3. Squadrons will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time. Electronic versions must be password protected to ensure data integrity.

A2.1.4. The instructor or trainer will review the training folder prior to all training periods. Those areas not previously accomplished or those in which crew members require additional training, will be noted for possible inclusion during the current training period.

A2.1.5. Upon completion of training, complete and place an AF Form 4025 in the individual's training folder. Place a copy of the AF Form 4025 in the individual's FEF only if directed by the guidance implementing the associated training. Squadrons will retain all AF Forms 4022 for 1 year then return them to the crew member. Do not insert AF Forms 4022, AF Forms 4023, AF Forms 4024, or training guide into FEFs. Document in ARMS per applicable event and paragraph 1.8.

A2.1.6. Training Guides, AF Forms (4023, 4024, 4025), and/or unit overprints may be used for all KC-10 continuation and formal training. The current HQ AMC/A3TK approved formal school training guides are available on the A3TK CoP web page:

<https://afkm.wpafb.af.mil/ASPs/docman/DOCMain.asp?Tab=0&FolderID=AM-OP-00-13-3&Filter=AM-OP-00-13>.

A2.1.7. For purposes of training documentation, classroom-only training conducted at the unit should be identified as Academic Training (AT). Ground Training (GT) will be considered all training conducted outside the classroom not associated with a flight or artificial training device. All G series ground training referenced in this AFI will be referenced as (GT).

A2.1.8. The AF 4324 will be used as a “source document” for recording the various aircrew certifications. Completed/original AF 4324s will be kept on file in the unit ARMS office for the duration of the aircrew member’s assignment and released to the member upon reassignment. AF 4324, blocks 1 – 5 and 11 – 13, will be used to document any new aircrew certification and award of specific ARMS “Q” code identifiers. Specifically, block 11 will contain the following minimum information: Q code (i.e. QXXX), Certification Name (i.e. Phoenix Banner), and date of certification. Forward completed form to the unit ARMS section for processing.

**A2.2. Instructions for AF Form 4022.** This form is a folder constructed of hard stock paper. The inside covers have tables for documenting training. AF Forms 4023, 4024, 4025, and additional information (waivers, memorandums, etc.) will be attached through the centered holes of the folder. Training guides will be placed inside the folder. The form is available through unit publications distribution offices or the AMC Command Publication Distribution Center. Units may organize the 4022 to fit their needs provided all necessary documentation is included in this folder. This includes the use of tabs and/or dividers when multiple certifications or phases of training are included in one training folder (i.e. MPD folder with Phase I, Phase II, various certifications, continuation training, PCO, Aircraft Commander Phase II training). Comply with the following when documenting aircrew training on the form. *Note:* Formal school instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, performance evaluation summary, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF Form 4022.

A2.2.1. Trainee Information (cover): Provides trainee and course information.

A2.2.1.1. Name and grade. Self-explanatory.

A2.2.1.2. Aircrew position. Self-explanatory. (For aircrew members in an upgrade program, enter the aircrew position to which they are upgrading).

A2.2.1.3. Unit of assignment. Self-explanatory.

A2.2.1.4. Type of training. Enter formal course title or, for special mission qualification, enter type, e.g., Formation lead etc. For other types of training, enter a descriptive identifier.

A2.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A2.2.1.6. Course number: Enter only the ETCA formal course number, e.g., "KC10P." Otherwise, leave blank.

A2.2.2. Ground Training Summary (inside left). (This section provides a chronological record of ground training events). Record non-flying training events. Entries are required for, PTT, WST, FTD, BOT and GT. Entries are required for in-unit academic instruction conducted according to formal school courseware. Classroom academic training will be identified as AT. Overprints are authorized and, if used, will be placed on the left side of the AF Form 4022.

A2.2.2.1. Date. Self-explanatory.

A2.2.2.2. Training period. Enter sequentially numbered training period designators, e.g., "FTD-1", "WST-2", "GT-3", etc., or specific course identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, e.g., "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will

be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A2.2.2.4. Instructor/trainer (qualification). Enter the name of the instructor or trainer and aircraft aircrew qualification, e.g., aircraft commander (AC), instructor pilot (IP), etc.

A2.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A2.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. If applicable and desired, record data for the in-flight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFI 11-2KC-10, Volume 2 description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFI 11-2KC-10, Volume 2.

A2.2.5. Performance Evaluation Summary. Record data on required evaluations including re-evaluations (if applicable).

A2.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (BOT, WST, or flight).

A2.2.5.2. Type evaluation. Enter AFI 11-2KC-10, Volume 2 evaluation description or other appropriate identifier.

A2.2.5.3. Instructor (qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A2.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. **Note:** Flight commanders or supervisors will accomplish reviews during formal training courses. For in-unit training programs leading to an AFI 11-2KC-10 Volume 2 evaluation, squadron commanders or operations officers are required to accomplish reviews prior to flight evaluations.

A2.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A2.2.5.6. Evaluator. Self-explanatory.

A2.2.5.7. Grade. Enter according to AFI 11-202, Volume 2.

A2.2.6. Flying Training Summary (inside right). This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A2.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 95.

A2.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "AD-1," "O-2," etc.

A2.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A2.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A2.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A2.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block.

A2.2.7. Performance and Knowledge Standards. (For use with AF Form 4024, see paragraph **A2.4.11**).

A2.2.8. Grading Codes. (For use with AF Form 4024, see paragraph **A2.4.8**).

A2.2.9. AF Form 4022 Aircrew Training Folder Closure. The Training Folder is considered closed upon successful completion of the final event required by the training program. Final training events include flight evaluation; instructor validation of training (i.e. "sign-off" flight); and/or Squadron Commander Certification.

**A2.3. Instructions for the AF Form 4023.** This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF Forms 4023 in order with the most recent flight on top. Complete this form or a unit developed overprint anytime formal training requirements are completed or anytime the AC/IP considers that a write-up is warranted. For multiple-leg missions or deployments, one write-up may be made covering the entire mission if desired. **Note:** Training guides may be used to document training instead of the AF Form 4023. This form may be used for ATS and formal school courses.

A2.3.1. Training Period and Date (Item 1). Training period is ground, simulator, or flight, i.e. AT-1, GT-1, SIM-3, S-4, etc. Also, annotate the date the training occurred.

A2.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time. Classroom academic training periods will be annotated as AT and tabulated under the ground training block.

A2.3.3. Total Training Time (Item 8). Keep a running total of all training time (add Items 3, 5, and 7).

A2.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. Include training completed and any other performance based information. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (items 1 through 8) of following block or form and continue remarks.

A2.3.4.1. Operations Review. In addition to reviewing all AF Form 4023 entries, the flight commander or squadron training representative will conduct a monthly review of active status AF Forms 4022. The squadron commander or operations officer will review active status AF Forms 4022 at least once each quarter (N/A formal schoolhouse). Document reviews on an AF Form 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block. Initial reviews by Sq/CC's fulfill the requirement for the monthly and quarterly review for the month and quarter the review was completed.

A2.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. ATS personnel will review the student's records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A2.3.4.3. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress report.

A2.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A2.3.6. Students Block (Item 11). Students will print and sign their name.

A2.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, squadron commanders, operations officers, or flight commanders will print and sign their name and indicate their position. Flight commanders may use their initials in the review block after reviewing individual AF Form 4023 entries.

A2.3.8. AF Form 4023 will be completed and reviewed by the student prior to his or her next training period.

**A2.4. Instructions for the AF Form 4024.** This form tracks, for each sortie, individual event and task accomplishment and grades. Units will overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Maintain AF Forms 4024 on the right side of AF Form 4022. **Note:** Training guides may be used to document training instead of the AF Form 4024. The AF Form 4024 may be used for ATS and formal school courses.

A2.4.1. Name. Self-explanatory.

A2.4.2. Crew Position. Self-explanatory.

A2.4.3. Course or Phase of Training. Enter the AFCAT 36-2223 formal course identifier, e.g., KC10P. For special mission qualification, enter the type and identify the method of training, e.g. WST training, flying training, etc.

A2.4.4. Sortie. Enter sortie number e.g., S-1, S-2, FTD-1, etc.

A2.4.5. Date.

A2.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A2.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A2.4.8. Grade. Enter a "B," "F," "P," "S," or "U" as appropriate.

A2.4.8.1. "1"—Item must be accomplished once by the crew member, but does not require proficiency.

A2.4.8.2. "B"—Briefing item only.

A2.4.8.3. "F"—Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A2.4.8.4. "P"—Proficient; crew member has achieved the required proficiency level.

A2.4.8.5. "S"—Satisfactory; crew member has not achieved the required proficiency level but progress is satisfactory.

A2.4.8.6. "U"—Unsatisfactory; crew member was previously proficient, but has regressed or progress is unsatisfactory. **Note:** Events preceded by an (\*) are trained to proficiency by the contractor in the appropriate ATD during phase 1A; however proficiency in the ATD may in some cases not equate to full aircraft proficiency due to differences in the real-world flight environment. For this reason a student may be graded "S" until full aircraft proficiency is demonstrated in phase 1B for an event graded "\*P" in the ATD. An "S" grade denotes satisfactory progression and does not require contractor notification. However, once a crew member has received "P" for an event (in phases 1A, 1B or II), the only subsequent grade allowed is either "P" or "U". Likewise, too many "S" grades in a row may indicate lack of progression and warrant a "U". Any event graded "U" must have an associated remark on AF Form 4023.

A2.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A2.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A2.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crew member must achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in this volume. For the KC-10, all events will have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). KC-10 units may use "P" to signify the RPL has been attained. Performance and knowledge standards follow:

**Table A2.1. Event and Task Performance Standard.**

Code	Performance is	Definition
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For MPD Pilots, proficiency may involve actual airplane control or non-pilot flying duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.

**Table A2.2. Event and Task Knowledge Standard.**

Code	Knowledge of	Definition
A	Fact and Nomenclature	Individual can identify basic facts and terms about the subject and, when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and, when used with a performance code, can determine step-by-step procedures for sets of activities.
C	Analysis and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and, when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities.
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and, when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

A2.4.11.1. Regression. Once a crewmember has received “P” for an event, the only subsequent grade allowed for that event is either “P” or “U”. Regression occurs when a maneuver is graded “U” after having achieved “P” in the same task. Regression from a “P” to a “U” requires an explanation in the student’s training folder. The overall grade is at the instructor’s discretion. For regression, the student will re-obtain proficiency prior to the end of the block of training in order to be recommended for an evaluation (when applicable) or certification (when applicable).

## **A2.5. Instructions for the AF Form 4025.**

A2.5.1. When a training folder is closed a single summary/closeout report (Form 4025) will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information.

A2.5.2. Squadron commanders, operations officers and flight commanders will ensure the comments on this form do not reflect personnel opinions or biases. All comments must be supported by information contained in the AF Forms 4023 and 4024 or training guides as applicable. At formal schools, the instructor will accomplish the AF Form 4025 and the squadron commander's signature is optional.

**A2.6. Aircrew Training Guides.** If available, use aircrew training guides (TG) for training programs.

A2.6.1. The ATS contractor will develop TGs. Units may produce TGs when the ATS contractor is unable to provide them. TGs will be developed in accordance with AFI 36-2201 Volume 1, *and Evaluation*. Coordinate TG development through appropriate MAJCOM with an info copy sent to HQ AMC/A3T.

A2.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crew-members prior to their entering any phase of qualification training. These TGs will be inserted in AF Form 4022 and may be used in lieu of AF Forms 4023 or 4024.

A2.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. TGs will be placed in an AF Form 4022.

A2.6.3.1. Active status TGs will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A2.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress record. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action.

A2.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart (e.g. AC for pilots, etc.) will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A2.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. This mini-TG will be placed in the AF Form 4022 and used to document completion of additional training.

A2.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF Form 4025 in accordance with this volume. Maintain completed TG and associated AF Form 4025 in a training folder according to paragraph **A2.1.5**.

A2.6.3.6. Do not maintain the training guide in the flight evaluation folder.

A2.6.4. Review Procedures:



A2.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals. The following are areas that should be covered in the comments' section:

A2.6.4.1.1. Pilots:

A2.6.4.1.1.1. AAR missions. Indicate whether the flight was day or night. Also, include whether contact was heavy- or light-weight and the accumulated contact time.

A2.6.4.1.2. Flight Engineers.

A2.6.4.1.2.1. AAR missions. Indicate whether contact was heavy- or light-weight.

A2.6.4.1.3. Boom Operators.

A2.6.4.1.3.1. Operational flights or static loads. Enter a general description of the payload, number of pallets, rolling stock cargo (trucks, engines, tanks, etc.), floor-loaded general cargo, and passengers, e.g., 8 pallets and five passengers.

A2.6.4.1.3.2. AAR missions. Indicate whether the flight was day or night. Also, include whether contact was heavy or fighter type aircraft and the accumulated number of contacts.

A2.6.4.2. For in-unit training programs: the flight commander or squadron training representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG. In addition, the commander or operations officer will review active TGs at least once each calendar quarter and prior to an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block.

A2.6.4.3. Records of crew members not receiving training, but in an active status, will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record.

A2.6.5. Disposition of TGs:

A2.6.5.1. Place completed TGs in AF Form 4022 and maintain according to paragraph **A2.1.5**.

A2.6.5.2. Formal schools will maintain copies of the aircrew training records on incomplete trainees for six months.

### Attachment 3

#### FORMAL TRAINING UNIT (FTU) GUIDANCE

**A3.1. General Requirements.** This attachment specifies the minimum training requirements for KC-10 qualification training. Qualification training for KC-10 crew members consists of Phases IA and IB requirements. Phase IA is administered by the training contractor and Phase IB is administered by US Air Force instructors. Phase IA training is contractor-developed and Air Force-approved. The objective of Phase IA training is to minimize aircraft flying training within simulation and human factor constraints. Phase IB training validates transfer of training from Phase IA; however, Phase IB training is driven primarily by training aircrews to proficiency in receiver AAR, formation and various types of approaches, and landings as well as experience in the differences of the real-world flight environment. All Phase IB training for most, if not all, students will be accomplished at the appropriate AMC FTU.

**A3.1.1. Instructor Requirements.** All flight training conducted under this attachment must be supervised by a qualified instructor of like specialty. Crew members undergoing initial qualification training will be under "direct instructor supervision" during critical phases of flight. **Exceptions:** The requirement for "direct instructor supervision" during tanker AAR is not required for initial qualification students after demonstrating proficiency in tanker autopilot-off AAR {R080} and are recommended for "supervised AAR" by an instructor pilot. During initial qualification training, once the student demonstrates the ability to taxi the aircraft safely (no sooner than after sortie 1), they may be certified by their instructor to taxi without direct instructor supervision.

**A3.1.1.1.** Two KC-10 PIC students or one PCO and one KC-10 PIC student may sit in the seats together for all events in which they are current and qualified.

**A3.1.2.** The training and upgrade folder of individuals undergoing training under this attachment must be reviewed by the instructor prior to each mission briefing for each sortie. Areas that were previously identified unsatisfactory or unsafe must be reviewed and corrective measures discussed in detail with the student. In coordination with the FTU chief, the instructor will ensure that the training contractor is apprised of less than satisfactory activity of a student undergoing Phase IB training. If appropriate, additional academic and ATD training may be coordinated and scheduled with the training contractor.

**A3.1.3.** All pilots will be dual seat qualified. Dual-seat qualified ACs must be capable of accomplishing AC duties from the left seat and pilot duties from the right (i.e. no requirement to be right-seat qualified in receiver AAR).

**A3.1.4.** Prior to commencing Phase IB flight training in the KC-10 each crew member, with the exception of Instructor upgrade and SSF students, will be administered an evaluation (Q-005 or Q-006 as appropriate) in the applicable ATD. This evaluation will be used to assess the effectiveness of contractor training as well as the capabilities and proficiency of the student.

**A3.2. Initial Qualification Training.** Conducted at the appropriate contract training facility and Air Force unit. Training is designed to qualify aircrew members in specific crew positions of the KC-10 aircraft. Initial qualification training requirements are found in the appropriate syllabus (located on the A3T website) or in **Table A3.2.** and **Table A3.3.** Once published, the

appropriate syllabus will take precedence over this volume. Specific course prerequisite, entry qualifications, and other requirements are listed in **Table 6.1**.

A3.2.1. KC-10 ACIQ–Aircraft Commander Initial Qualification (PTX-1): Qualifies prior MWS, FAIP, and OSA Aircraft Commanders as a KC-10 Aircraft Commander.

A3.2.2. KC-10 PIQ–Pilot Initial Qualification: Qualifies an SUPT graduate to operate the KC-10 from both seats but does not result in an Aircraft Commander certifiable pilot. The pilot will be Aircraft Commander certified in unit or via PCO per **Chapter 5**.

A3.2.3. KC-10 FBP – Flight Engineer Basic Prequalification Course: Provides required training for Senior Airman and above with no prior MWS experience to successfully complete KC-10 FIQ follow on. Requires BFE (Lackland AFB) prerequisite.

A3.2.4. KC-10 FIQ – Flight Engineer Initial Qualification: Qualifies prior fixed wing MWS Flight Engineer Senior Airman and above as KC-10 Flight Engineer. Experience requirement is at least three years as a performance engineer (fixed wing). Also qualifies KC-10 FBP graduates (see paragraph **A3.2.3**) as KC-10 Flight Engineer.

A3.2.5. KC-10 BBQ – Boom Operator (Basic) Initial Qualification: Qualifies enlisted member as KC-10 Boom Operator. Requires BBO (CEA CoE) prerequisite.

A3.2.6. KC-10 SSF – Senior Staff Officer Familiarization Course: The contractor-administered Senior Staff Officer Familiarization Course consists of three days of academic and simulator training followed by one aircraft flight. It is intended for familiarization only and does not lead to qualification in the aircraft. Senior Staff Officers who complete this course cannot log FP time nor be at a set of controls with passengers on the aircraft.

A3.2.7. KC-10 SOC – Senior Officer Course: The Senior Officer Course consists of 5 days of contractor administered academic and simulator training followed by approximately four flights with Air Force instructors. This training is the minimum required to attain basic qualification in the aircraft. with instructor supervision.

A3.2.7.1. School Quotas for Senior Officer courses are controlled by HQ AMC/A3TF/K. These courses are scheduled according to need in cooperation with the ATS contractor. Training throughput requirements may affect availability of these courses. Requests for training should be forwarded to HQ AMC/A3TF/K (AFRC users contact AFRC/A3TA). HQ AMC/A3TF will work in conjunction with HQ AMC/A1A and AFRC/A1T to finalize course approvals and schedules. These requests must be submitted a minimum of 45 days prior to requested start date. HQ AMC/A3 will be final authority should a disagreement arise regarding eligibility.

**A3.3. Upgrade Training.** Individuals may upgrade to aircraft commander via the formal Pilot Check Out Course (PCO) or in-unit. The preferred method for aircraft commander upgrade is PCO. The requirements for this course (Phase IB) are listed in **Table A3.3 and Table A3.4**

**A3.4. Aircrew Instructor Program.** Courses are designed to teach selected crew members fundamentals and concepts of instructing.

A3.4.1. Pre-course materials will be provided by the contractor to the unit no later than 35 days prior to course start date. The package will contain a road map of the course, supplemental materials, pre-course reading assignments, and a course workbook. Squadron Training Units should request pre-course materials from the site contractor.

A3.4.2. Specific course prerequisites, entry qualifications, and other requirements are listed in **Table 5.3**. All instructor candidates will be trained to a level of proficiency that will ensure their ability to instruct and supervise student activity. Successful completion of ground and flight requirements, including completing an AFI 11-202, Volume 2, as supplemented, evaluation, qualifies the individual to be placed in instructor status.

A3.4.2.1. KC-10 PIC – Pilot Instructor Course: Qualifies current and qualified KC-10 AC as a KC-10 IP.

A3.4.2.2. KC-10 FIC – Flight Engineer Instructor Course: Qualifies current and qualified KC-10 FE as a KC-10 IF.

A3.4.2.3. KC-10 BIC – Boom instructor Course: Qualifies current and qualified KC-10 MB as a KC-10 IB.

**A3.5. Formal Training Unit.** The flying phase of training is accomplished at the Formal Training Unit (FTU). The philosophy of the school is objective-based training vice a syllabus based program. Although a considerable amount of time is spent mission planning for sorties, due to the dynamic nature of the tanker mission, instructors are given great flexibility in accomplishing activity during sorties. Therefore, the syllabi, where published, provide a recommended number of sorties. Training is complete once proficiency is gained in all the required areas (see **Table A3.3 and Table A3.5**). **Table A3.1** may be used as a guide to determine how long the average student remains in training.

A3.5.1. In order to ensure continuity of training, limit the number of different flight instructors to a maximum of four for students undergoing qualification, requalification, or upgrade training (not applicable for all AFRC training and active duty initial cargo qualification). Squadron commanders may waive the four-instructor limit on a case-by-case basis. The flying squadron commander, operations officer, DET 1 AMCAOS personnel, and FTU Chiefs (Pilot, FE, and BO) do not count against the four-instructor rule. A copy of the waiver (including waiver justification) will be filed in the AF Form 4022. Additionally, each student will have one instructor who will monitor the student's progress throughout their training. This primary instructor will be designated, in writing, and will personally ensure the student is proficient in all required areas and is ready for evaluation if required.

**Table A3.1. Phase IB Flying Hour Averages.**

Training	Position	Flying Hours
Initial Qualification	All	50.2
Requalification	All	36.0
Pilot Check Out	Pilot	36.0
Instructor Upgrade	All	32.0

**A3.6. Failure To Complete Formal Training.** If any crew member fails to complete a formal course, the formal school will send a recommendation to the individual's unit on whether he or she should complete training in-unit (which requires a waiver), be eliminated, or return to the formal school for training.

A3.6.1. Phase IA. An individual may be removed from Phase IA training if identified by the training contractor as incapable of successfully completing a course of instruction. A joint Air

Force and contractor review of the identified student's record will be conducted and a joint recommendation made as to termination or continuation. The training contractor will notify the applicable squadron commander and Det 1 AMCAOS to determine the appropriate course of action.

A3.6.1.1. Det 1 AMCAOS will:

A3.6.1.1.1. Review training records to ensure the training provided was within contract requirements and guidelines.

A3.6.1.1.2. Review required procedures and assist local units in taking appropriate action to ensure that aircrew members who cannot meet training proficiency standards are eliminated from training. See AFI 11-402.

A3.6.1.2. The squadron commander will:

A3.6.1.2.1. Chair Air Force and contractor review of the identified student's record.

A3.6.1.2.2. Request the contractor to provide additional training if appropriate.

A3.6.1.2.3. If the student is to be eliminated from training, notify HQ AMC/A3TK and HQ AFRC/A3T (AFRC disqualification or suspension from aviation service), via message with information to the appropriate NAF/A3T if applicable.

A3.6.2. Phases IB, II, and III. If an individual is unable or unwilling to complete any phase of training, the determination of the appropriate administrative action rests with the squadron commander. (See AFI 11-402 for flight evaluation board [FEB] or administrative procedures.)

**Table A3.2. Initial Qualification Ground Training Requirements (Phase IB).**

Code	Ground Training Events	ACIQ	PIQ	FE	BO	SS	Notes
A016	AFRC Associate Program Orientation Indoctrination	1	1	1	1	1	
A017	Regulation, Directive Knowledge, and Use	P	P	P	P	P	
A018	AC Responsibilities	1				1	
	Flight Physical	1	1	1	1	1	
	Physiological Training	1	1	1	1	1	
G025	Aircraft Field Trip	P	P	P	P	P	
G080	Communications Procedures	1	1	1	1	1	7
G130	IRC	P	P			P	
G190	Aircraft Servicing	F	F	F	F		7
G231	Initial Crew Resource Management	B	B	B	B	B	
LL01	Aircrew Flight Equipment Familiarization (AFEF)	1	1	1	1	1	2
LL03	Emergency Egress Training, Non-Ejection Seat	1	1	1	1	1	2,4

LL06	Aircrew Flight Equipment (AFET) Training	1	1	1	1	1	2
Q001	Open Book Qualification Examination	P	P	P	P	P	
Q002	Closed Book Qualification Examination	P	P	P	P	P	

**Table A3.3. Initial Qualification Flying Training Requirements (Phase IB).**

Code	Flight Training Events	ACIQ	PIQ	FE	BO	SS	Notes
AA01	Qualification Evaluation	1	1	1	1	1	
F020	Formation	P	P				7
F060	AAR Formation	P	P				
N010	Tanker Rendezvous	*P	*P				
N011	Rendezvous and AAR EMCON 1	*P	*P		*P		
N012	Rendezvous and AAR EMCON 2	*P	*P		*P		
N013	Rendezvous and AAR EMCON 3	B	B	B	B		7
N014	Rendezvous and AAR EMCON 4	B	B	B	B		7
N015	Tanker Alternate Rendezvous	*P	*P				
N016	Tanker Rendezvous Overrun Procedures	*P	*P				
N020	Tanker/Receiver RV Golf (En-route)	*P	*P				
N030	Tanker RV Delta (Point Parallel)	*P	*P				
N040	Tanker RV Alpha (Anchor)	*P	*P				
N130	Receiver Rendezvous	P					
N135	Receiver Alternate Rendezvous	*P	*P				
N136	Receiver Rendezvous Overrun Procedures	*P	*P				
N160	General Navigation	*P	*P	P		*P	
P004	MPD Taxi		P				
P005	Taxi Exercise	P	P	F	F	P	
P006	Airwork Exercise	F	F				
P010	Takeoff, Initial	P	P			*P	
P012	Takeoff, Flight Director Off	*P	*P			*P	
P015	Instrument Departure	*P	*P	F		*P	
P018	PNF Takeoff and Climb Duties	P	P				
P020	Takeoff	*P	*P				
P025	Takeoff and Departure			*P			
P028	Right Seat Takeoff	*P	*P				

P029	Left Seat Takeoff	*P	*P				
P061	VFR Overhead	*P	*P				
P062	Tactical Departure	*P	*P				7
P063	Tactical Arrival	*P	*P				7
P064	Slide	*P	*P	*P	*P		7
P065	Scram	*P	*P	*P	*P		7
<b>Code</b>	<b>Flight Training Events</b>	<b>ACIQ</b>	<b>PIQ</b>	<b>FE</b>	<b>BO</b>	<b>SS</b>	<b>Notes</b>
P066	Steep Turns	1	1				
P067	Contingency Rejoin	*P	*P	*P	*P		7
P068	Combat Descent (Simulator only for Training Purposes)	*P	*P	*P	*P		7
P069	Defending Climb	*P	*P	*P	*P		7
P070	Instrument Approach	*P	*P	F		*P	
P071	Holding Pattern	*P	*P			*P	
P072	Penetration (Published)	*P	*P			*P	
P073	En Route Descent and Penetration	*P	*P			*P	
P074	Approach and Landing, Full Stop			*P			
P080	Instrument Approach (Auto and Coupled)	*P	*P			*P	
P090	Instrument Approach (Manual)	*P	*P			*P	
P100	Precision Approach	*P	*P			*P	
P101	ILS Approach	*P	*P				
P102	ILS (Flight Director Off)	*P	*P			*P	
P103	Precision Approach Radar (PAR) (if available)	*P	*P				
P110	Non-precision Approach	*P	*P			*P	
P112	TACAN, VOR, or Localizer Approach	*P	*P				5
P113	ASR Approach (if available)	*P	*P				
P115	Backcourse LOC (if available)	*P	*P				
P116	NDB Approach	*P	*P				
P117	GPS Approach	*P	*P				
P130	Circling Approach	P	P			*P	
P140	Visual Traffic Pattern	P	P			P	
P150	Missed Approach (Auto)	*P	*P			*P	
P160	Missed Approach (Manual)	*P	*P			*P	

P190	Landing	P	P	P		P	3
P192	Landing, Night	P	P	P		P	
P193	Landing, 50-Degree Flaps	P	P	P			
P196	Landing, Full Stop (Reverse Thrust)	P	P	P		P	
P198	Right Seat Landing	P	P				
P109	Left Seat Landing	P	P				
P200	Touch-and-Go	P	P	*P		P	
P215	Landing Attitude Demo	F	F				
<b>Code</b>	<b>Flight Training Events</b>	<b>ACIQ</b>	<b>PIQ</b>	<b>FE</b>	<b>BO</b>	<b>SS</b>	<b>Notes</b>
P260	HAVE QUICK Radio Procedures	P	P				7
P270	Secure Radio Operation	P	P				7
P320	Supervision of Right Seat Takeoffs, Landings, Touch-and-Go's, and AAR	P					7
P322	Weight and Balance			P			
P340	Briefing and Control of Passengers				P		6,7
P350	Main Cabin Door Procedures (Departure and Arrival)			F	P		
P360	Mission Planning and Briefing	P	P	P	P	P	
P361	Preflt, Cockpit Prep, and Eng Start	*P	*P	P	*P	*P	9
P362	Pre-Takeoff			*P			
P363	Climb			*P			
P364	Cruise			P			
P366	Checklist Procedures and Use	*P	*P	*P	*P	*P	9
P367	Crew Coordination	P	P	P	P	P	
P368	Postflight			P			
P370	Performance Knowledge and Use	P	P	*P		P	
P371	FMS Operation	P	P	P			
P372	Fuel Management and Conservation	P	F	P		P	
P373	Equipment Operation	*P	*P	*P	*P	*P	
P374	Manual Throttle Operation			*P			
P375	Manual Pressurization			P			
P377	Radar Operation	P	P			P	
P378	Communications	*P	*P	*P	*P	*P	
P379	L-Band SATCOM			P			7
Q022	Receptacle Equipped Day Fighter				1		10



	Certification						
Q023	Receptacle Equipped Night Fighter Certification				1		10
R010	Receiver AAR	P	F	*P			8
R011	Receiver AAR, Indoctrination		*P				8
R012	Receiver AAR, Day	P	F				8
R020	Receiver AAR, Night	P	F				8
R030	Receiver AAR, Heavyweight	P	B	*P			7
R040	Receiver AAR Breakaway or Emergency Separation	P	*P	*P			
<b>Code</b>	<b>Flight Training Events</b>	<b>ACIQ</b>	<b>PIQ</b>	<b>FE</b>	<b>BO</b>	<b>SS</b>	<b>Notes</b>
R050	Receiver AAR, Tanker Autopilot-Off	P	F				
R055	Receiver AAR, Anchor AARA	P	B				7
R060	Tanker AAR	*P	*P	*P			
R070	Tanker AAR Breakaway or Emergency Separation	*P	*P	*P	*P		
R080	Tanker AAR, Autopilot-Off	P	P				
R090	Slow Speed Tanker AAR	*P	*P	*P			
R125	Day Contacts				P		
R130	Night Contacts				P		
R140	Tanker Manual Contacts				P		
R150	Fighter Contacts				P		10
R160	Radio Silent Breakaway	*P	*P	*P	*P		7
R165	Radio Silent AAR				P		7
R170	Tanker Heavyweight Offload			*P			7
R180	Radio Silent Visual Signals	*P	*P		P		
R190	Drogue System Operation	F	F	F	P		
R195	WARP System Operation	B	B	B	*P		
R200	AAR Operations			F			7

**NOTES:**

1. Events annotated \*P are trained to proficiency by the contractor in the appropriate ATD during Phase IA and do not need to be accomplished in the aircraft. If accomplished in the aircraft the FTU instructor will grade the student's proficiency and abilities. If the student is not proficient in the event, additional training will occur in the ATD or the aircraft. At the discretion of the FTU Flight Commander, any \*P items may be required to be flown in the aircraft. The FTU Flight Commander will notify the contractor and HQ AMC/A3TK of trends in \*P event regression.

2. Must be completed prior to starting Phase IB training.

3. Proficiency must be demonstrated from both seats by ACIQ/PIQ.

4. May be accomplished in conjunction with the aircraft field trip (G025).

5. Student must demonstrate proficiency in one of these three approaches. If others are performed, they must be performed to "P" levels. If not flown, approaches will be trained to

"B" level.

6. Proficiency must be demonstrated prior to passenger handling evaluation.

7. May be accomplished during Phase II if not accomplished in Phase I. Tactics training for initial qualification students is accomplished in the WST as part of Phase IA training and not required in the aircraft. If accomplished in the aircraft, proficiency in PNF or PF duties are required based on aircrew position level. See paragraph 3.6 for additional information.

8. Pilot students must be day proficient before attempting night contacts. ACIQ students must demonstrate proficiency in both KC-135 and KC-10 day AAR and proficiency behind one or the other at night. PIQ students can accomplish these events in the WST.

9. Boom Operators: Asterisk applies only to air refueling operator (ARO) station inspection, BOs preparation for contact and post AAR (boom and drogue), AAR, emergency and abnormal procedures checklists.

10. Normally completed in Phase IB or II. FTU's will not delay students in training in an attempt to accomplish the applicable training events. Students may receive their initial qualification evaluation after receiving AAR training with heavy receivers. Certifications will be documented on AF Form 4025 and AF Form 4324 (see paragraphs 5.6.4 and 5.6.4.1).

**Table A3.4. Upgrade Ground Training Requirements (Phase IB).**

Code	Ground Training Events	AC	IP	IF	IB	Notes
A010	Instructor Academic Training		1	1	1	
A016	AFRC Associate Program Orientation Indoctrination	1				
A017	Regulation, Directive Knowledge, and Use	P	P	P	P	
A018	AC Responsibilities	1				
A044	Instructor Pre-Course Exercise (Workbook)		1	1	1	
G025	Aircraft Field Trip		P	P	P	
G130	IRC	P	P			
G190	Aircraft Servicing			P		
G231	Crew Resource Management	B				
G232	Instructor/Evaluator CRM		B	B	B	
Q001	Open Book Qualification Examination	P	P	P	P	
Q002	Closed Book Qualification Examination	P	P	P	P	

**Table A3.5. Upgrade Flying Training Requirements (Phase IB).**

<b>Code</b>	<b>Flight Training Events</b>	<b>AC</b>	<b>IP</b>	<b>IF</b>	<b>IB</b>	<b>Notes</b>
AA01	Qualification Evaluation	1	1	1	1	2
Q008	Instructor Evaluation		1	1	1	2
F020	Formation	P	P			10
F030	Large Formation		B			
F060	AAR Formation	P	P			10
M260	Deployment Mission Planning	B		B		6
<b>Code</b>	<b>Flight Training Events</b>	<b>AC</b>	<b>IP</b>	<b>IF</b>	<b>IB</b>	<b>Notes</b>
M261	Airlift Deployment Operations	B		B		6
M262	Fighter Deployment Operations	B		B	B	6
N010	Tanker Rendezvous	*P	*P			
N011	Rendezvous and AAR EMCON 1	*P	B		B	
N012	Rendezvous and AAR EMCON 2	*P	B		B	
N013	Rendezvous and AAR EMCON 3	B	B		B	6
N014	Rendezvous and AAR EMCON 4	B	B		B	6
N015	Tanker Alternate Rendezvous	*P	*P			
N016	Tanker Rendezvous Overrun Procedures	*P	*P			
N020	Tanker/Receiver RV Golf (En-route)	*P	*P			
N030	Tanker RV Delta (Point Parallel)	*P	*P			
N040	Tanker RV Alpha (Anchor)	*P	*P			
N130	Receiver Rendezvous	P	*P			
N135	Receiver Alternate Rendezvous	*P	*P			
N136	Receiver Rendezvous Overrun Procedures	*P	*P			
N160	General Navigation	*P	*P	B		
P005	Taxi Exercise	P	P	B	B	10
P006	Airwork Exercise	F	P	B		
P010	Takeoff, Initial	*P	*P			
P012	Takeoff, Flight Director Off	*P	*P			
P015	Instrument Departure	*P	*P	B		
P020	Takeoff	*P	*P			
P025	Takeoff and Departure			*P		
P028	Right Seat Takeoff	*P	*P			

P029	Left Seat Takeoff	*P	*P			
P061	VFR Overhead	P	P			
P062	Tactical Departure	*P				8
P063	Tactical Arrival	*P				8
P064	Slide	*P				8
P065	Scram	*P				8
P066	Steep Turns	*P	P			
P067	Contingency Rejoin	*P				8
P068	Combat Descent (Simulator only for Training Purposes)	*P				8
P069	Defending Climb	*P				8
<b>Code</b>	<b>Flight Training Events</b>	<b>AC</b>	<b>IP</b>	<b>IF</b>	<b>IB</b>	<b>Notes</b>
P070	Instrument Approach	*P	*P	B		
P071	Holding Pattern	*P	*P			
P072	Penetration (Published)	*P	*P			
P073	En Route Descent and Penetration	*P	*P			
P074	Approach and Landing, Full Stop			*P		
P078	Right Seat Instrument Approach	*P	*P			
P079	Left Seat Instrument Approach	*P	*P			
P080	Instrument Approach (Auto and Coupled)	*P	*P			
P090	Instrument Approach (Manual)	*P	*P			
P100	Precision Approach	*P	*P			
P101	ILS Approach	*P	*P			
P102	ILS (Flight Director Off)	*P	*P			
P103	Precision Approach Radar (PAR) (if available)	*P	*P			
P110	Non-precision Approach	*P	*P			
P112	TACAN, VOR, or Localizer Approach	*P	*P			4
P113	ASR Approach (if available)	*P	*P			
P115	Backcourse LOC (if available)	*P	*P			
P116	NDB Approach	*P	*P			
P130	Circling Approach	P	*P			11
P140	Visual Traffic Pattern	*P	*P			10
P150	Missed Approach (Auto)	*P	*P			

P160	Missed Approach (Manual)	*P	*P			
P190	Landing (Total)	P	P			
P192	Landing, Night	*P	*P			
P193	Landing, 50-Degree Flaps	*P	*P			
P196	Landing, Full Stop (Reverse Thrust)	*P	*P			
P198	Right Seat Landing	P	P			
P199	Left Seat Landing	P	P			
P200	Touch-and-Go	P	P	B		9
P215	Landing Attitude Demo		P			9
P300	Cargo Loading				P	
P310	Instructor and Evaluator Duties and Techniques		P	P	P	
<b>Code</b>	<b>Flight Training Events</b>	<b>AC</b>	<b>IP</b>	<b>IF</b>	<b>IB</b>	<b>Notes</b>
P320	Supervision of Right Seat Takeoffs, Landings, Touch/Go's, and AAR	P				6
P322	Weight and Balance			B		
P340	Briefing and Control of Passengers				P	5
P350	Main Cabin Door Procedures (Departure and Arrival)				P	
P360	Mission Planning and Briefing	P	P	P	P	
P361	Preflt, Cockpit Prep, and Eng Start	*P	*P	P		3
P362	Pre-Takeoff			P		
P363	Climb			P		
P364	Cruise			P		
P366	Checklist Procedures and Use	*P	*P	*P	*P	3
P367	Crew Coordination	P	P	P	P	
P368	Postflight			P		
P370	Performance Knowledge and Use	*P	*P	P		11
P371	FMS Operation	*P	*P	*P		
P372	Fuel Management and Conservation	P	B	P		
P373	Equipment Operation	*P	*P	P		
P374	Manual Throttle Operation			*P		
P375	Manual Pressurization			P		
P377	Radar Operation	P	P			
P378	Communications	*P	*P	*P		

P379	L-Band SATCOM			P		6
R010	Receiver AAR	P	P	*P		7,9
R012	Receiver AAR, Day	P	P			7,9
R020	Receiver AAR, Night	P	P			7,9
R030	Receiver AAR, Heavyweight	P	B	B		6
R040	Receiver AAR Breakaway or Emergency Separation	P	*P			
R050	Receiver AAR, Tanker Autopilot-Off	P	P			10
R055	Receiver AAR, Anchor AARA	P				6
R060	Tanker AAR	*P	*P	*P		
R070	Tanker AAR Breakaway or Emergency Separation	*P	*P		*P	
R080	Tanker AAR, Autopilot-Off	P	P			10
R090	Slow Speed Tanker AAR	*P	*P	B		9
R125	Day Contacts				P	
R130	Night Contacts				P	
R140	Tanker Manual Contacts				*P	
R150	Fighter Contacts				P	
R160	Radio Silent Breakaway	*P	B	B	B	6
R165	Radio Silent AAR				B	
R170	Tanker Heavyweight Offload			B		
R180	Radio Silent Visual Signals	*P	B		*P	
R190	Drogue System Operation	F	B	B	B	
R195	WARP System Operation	B	B	B	B	
R200	AAR Operations			B		

**NOTES:**

1. Events annotated \*P are trained to proficiency by the contractor in the appropriate ATD during Phase IA and do not need to be accomplished in the aircraft. If accomplished in the aircraft the FTU instructor will grade the student's proficiency and abilities. If the student is not proficient in the event, additional training will occur in the ATD or the aircraft. At the discretion of the FTU Flight Commander, any \*P items may be required to be flown in the aircraft. The FTU Flight Commander will notify the contractor and HQ AMC/A3TK of trends in \*P event regression.

2. AA01 is required for instructor upgrade courses if realignment for annual checkride is not required/desired. AA21 will be accomplished when realignment is required/desired.

3. Boom Operator: Asterisk applies only to air refueling operator (ARO) station inspection, BOs preparation for contact and post AAR (boom and drogue), AAR, emergency and

abnormal procedures checklists.

4. Student must demonstrate proficiency in one of these three approaches. If others are performed, they must be performed to "P" levels. If not flown, approaches will be trained to "B" level.
5. Proficiency must be demonstrated prior to passenger handling evaluation.
6. May be accomplished during Phase II if not accomplished in Phase I for AC students. Initial CRM (G231) is normally incorporated into all initial qualification courses.
7. AC students must be day proficient before attempting night contacts. AC students must demonstrate proficiency in both KC-135 and KC-10 day AAR and proficiency and behind one or the other at night. KC-10 PIC students may demonstrate proficiency behind either aircraft.
8. Tactics events have been completed during Phase IA and are not required to be re-accomplished during Phase IB or II.
9. The KC-10 PIC student must have direct control of the aircraft while occupying either pilot position.
10. The KC-10 PIC student need not be at a set of controls but must demonstrate the ability to instruct to a proficient level while the event is being accomplished.
11. In addition to the \*P for maneuver accomplishment, the KC-10 PIC student must demonstrate a student briefing.

**A3.7. Training Time Limitations.** Aircrew members entered in a qualification, requalification, or upgrade training program should be dedicated to that program on a full time basis. Individuals who enter initial qualification, requalification, or upgrade training at the formal school are subject to the time requirements in **Table A3.6** and **Table 1.2**.

A3.7.1. In order to assure training continuity, the student's first Phase IB flight should occur no later than 7 days after completing FTU in-processing to include indoctrination and block training.

A3.7.2. Follow guidance from paragraph 1.7 regarding training time limitations. Sq/CC training time extensions only apply during the mission qualification phase of training.

A3.7.3. Enter in the training review panel (TRP) the names of all individuals not initially qualified or MR (qualified) within (refer to for additional information on Phase II) time limits. Reasons for failure to complete training within these limits will be fully explained.

**Table A3.6. Training Time Limitations.**

Course	Phase IA & IB / II (Active)	Phase IA & IB / II (AFRC)	Notes
KC-10 BBQ	120/130	180/300	4
KC-10 FBP	185/100	180/240	3
KC-10 FIQ	140/90	180/120	
KC-10 PIQ	140/90	180/120	

KC-10 ACIQ	140/90	180/120	
KC-10 BRQ	120/90	180/120	
KC-10 FRQ	90/90	180/120	
KC-10 PRQ	90/90	180/120	
KC-10 BIC	90	180	
KC-10 FIC	90	180	
KC-10 PIC	90	180	
KC-10 PCO	90/90	180/120	
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. Phase I starts on first day of contractor training.</li> <li>2. Phase II starts on the day following completion of Phase IB evaluation. Mission qualification training events (ground and flight) may be accomplished concurrently with Phase IB training when deemed appropriate by the squadron DO, DOT, or equivalent.</li> <li>3. FBP limits include the FIQ portion of training. FBP Phase II limits are for completion of Phases IIA &amp; IIB (See paragraph 3.5.4).</li> <li>4. BBQ limits are for completion of Phase II (See paragraph 3.5.5).</li> </ol>			